The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6544 | 號四十月七年三十三緒光 | THURSDAY, AUGUST 22, 1907. | 四拜禮 號二十二八 英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS ..... " 14,550,000

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% p.a.
" 6 " .....4% "
" 3 " .....3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP .....GOLD $3,250,000
=ABOUT MEX. $5,900,000
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $5,900,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Berlin.

M. A. von Rothschild & Soehne } Frankfurt
Jacob S. H. Stern } a/M.

Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907 [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen). Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUNDS:—
Sterling
£1,000,000 at 2/-=$10,000,000
Silver $11,750,000
$21,750,000
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. | E. Shellim, Esq.
E. Goetz, Esq. | R. Shewan, Esq.
A. Haupt, Esq. | H. A. W. Slade, Esq.
C. R. Lensmann, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [2

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS .....£ 800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " ...3½ "
" " " 3 " ...2½ "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23

NEDERLANDSCH-INDISCHE HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund.....Fl. 2,112,570.36 (£176,048)

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.
BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Welteverden.
CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum.
" " 6 " 3½ " "
" " 3 " 3 " "

J. BOETJE,
Manager.

16, Des Vœux Road Central. [19

Notice of Firm.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS Co.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [707

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS
SHANGHAI.....	MALTA..... Capt. R. A. Peters.....	About 22nd Aug.	Freight or Passage.
LONDON, &c., via usual Ports of Call	ARCADIA ..... Capt. A. L. Valentini	24th Aug., Noon.	*See Special Advertisement*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....	SUNDA ..... Capt. G. M. Montford, R.N.R.	About 28th Aug.	Freight, and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MANILA ..... Capt. F. E. Andrews, R.N.R.	About 30th Aug.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th August, 1907. [2

Intimations.

LANE, CRAWFORD & CO.

NOW SHOWING, NEW STOCK OF

CRICKET BATS, CRICKET BALLS.
LAWN TENNIS RACKETS.
LAWN TENNIS BALLS.
BADMINTON, QUOITS, CROQUET.

HOCKEY STICKS, FOOTBALLS.
INDIAN CLUBS, DUMB-BELLS.
BOXING GLOVES.

Liberal Discount to Clubs.

LANE, CRAWFORD & CO. [35

BASS & CO.'S PALE ALE
'HORSEHEAD' BRAND.

$18.00 per Cask 4 Dozen Quarts.
$20.00 " " 8 " Pints.
$24.00 " " 12 " Splits.
LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 9th August, 907. [38

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 25th August,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare..... $4.00
" " " on the following day 5.00
" Single " 2.00

Popular Excursion Rates as usual.
Children under 12 years Half-Price.
NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M., from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 19th August, 1907. [79

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,
in Queen's Road Central and at their Branch Store in Kowloon.
THE MUTUAL STORES,
and all its BRANCHES.
WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.
PRICES VERY MODERATE. [39

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain),
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.
Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony. [545

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT.

709]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [26

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.
Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

25] WM. FARMER, Proprietor.

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY COMPANY with a DETACHMENT of CYCLISTS. All who are desirous of joining are requested to apply personally at Volunteer Headquarters morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.

Hongkong, 26th July, 1907. [690

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED, have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 25th July, 1907. [68a

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
" "POWAN,".....2,338 " ..... " H. J. Black.
" "FATSHAN," .....2,260 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " B. Branch.
" "HEUNGSHAN," ...1,998 " ..... " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....1,651 tons.....Captain W. A. Valentine.
" "SUI-TAI,".....1,651 " ..... " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th August, 1907. [9

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers
"LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG..	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAHI.....	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS ...	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS ...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 8th August, 1907. [13

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS: Tel. 66.

For Terms, &c., apply to the
MANAGER

Hongkong, 16d July, 1906 [29

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [37

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

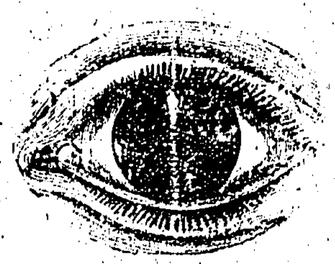
IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	FRIDAY, 3 P.M., 23rd Aug., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" ..... Capt. P. Grosch	About TUESDAY, 27th Aug., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"PRINZ REGT. LUITPOLD" ... Capt. H. Kirchner.....	WEDNESDAY, Noon, 28th Aug., 1907.
KUDAT and SANDAKAN	"BORNEO" ..... Capt. F. Sembill	About SATURDAY, 9 A.M., 31st Aug., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	THURSDAY, Noon, 12th Sept., 1907.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd August, 1907. [1

Intimation.

EYES  RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [44

Hotel.

KOWLOON HOTEL, HONGKONG,

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address: "CHEF" HONGKONG.
Telephone No. K4.

O. E. OWEN,
Proprietor.
[705

MINING AND BRISK TRADE.

SOME UNPRECEDENTED RECORDS IN OUTPUT OF COINS.

There are some significant observations in the annual report of the Deputy Master and Comptroller of the Mint for 1906, which throw an interesting light on the activity of trade during that period.

It is recorded that "the total coinage of the year, both as regards number and value, was above the average of the previous ten years."

The year was characterised by exceptionally heavy demands for Imperial coins in each of the three coinage metals. No less than 10½ millions of such coins were struck, a figure which has only once before been exceeded. That was in 1900, when about 107½ millions were produced. The increase in the Imperial coinage was, however, accompanied by a great falling-off in the volume of the colonial coinage, brought about by the complete cessation of demands from Hongkong. Still the total of the year created a record.

LIGHT SOVEREIGNS.

Gold bullion of the value of £17,541,066 was imported into the Mint for coinage during the year. The gold coins weighed at the Bank of England during the year amount to 49,756,045 pieces, as compared with 49,956,508 in 1905. The percentage of light sovereigns was more than in the previous year, while that of half-sovereigns was higher than in any year since 1894.

It was thought probable that the demand for silver coin for the United Kingdom would show some improvement on 1905, but the actual increase was much greater than was anticipated, notwithstanding the fact that no issues of new coin were made to Scotland and Ireland.

The total number of silver coins issued (excluding Maundy money) was 29,413,578, as against 12,316,280 in 1905. The amount taken by the Bank of England exceeded the total of the issues to the United Kingdom for the previous four years.

There was a profit on the purchases of silver bullion and worn silver coin together at the rate of 40.43 per cent. The average price paid for silver bullion, purchased for coinage, was 31 1-6d. per ounce standard, or 3-16d. more than that of the metal in the London market during 1906. The average price of silver in the London market for 1906 was 30⅜d., or a rise of 3 1-16d. per ounce on 1905. The lowest quotation was 29d.

UNPRECEDENTED DEMAND FOR BRONZE.

The issue of Imperial bronze coin for 1906 exceeded that of any year since 1862. The issues in the last three months of the year were quite unprecedented. London was a large customer, absorbing thrice as much as was issued in the metropolitan district during the same months in 1905.

A proportion of this demand was due to the activity of trade "which had penetrated even to the travelling and street hawker class." The recent development of electric tramways had also a stimulating effect on the demand for bronze coin, and another cause was the rapid development of the use of automatic machines.

The general account of expenses and receipts for 1906 showed very favourable result. The profit amounted to £409,048, as against only £8,192 in the previous year, and a loss of £19,580 in 1904.

The number of persons proceeded against for counterfeit coining during the year was in excess of that of 1904, and nearly twice as many as in 1902.

WHERE AND WHEN ICE CREAM WAS FIRST MADE.

Ice cream making has become an industry, and as from the beginning of the manufacture in this country, more than a century ago. Philadelphia is its home. There is to be found the largest ice cream manufactory in the world, having a capacity of 32,000 quarts of frozen cream a day. But this is only one plant. There are probably a dozen more with a combined capacity about equal to that of the first mentioned. All told, about 50,000 quarts of ice cream are made in that city every day in the summer months, and a few thousands less a day during the rest of the year.

When it was first introduced into Philadelphia, ice cream making was conducted upon a scale so modest that even poetic license would not permit it to be termed an industry. On the front page of the Aurora, a daily newspaper, for July 22, 1800, appeared what is regarded the first ice cream advertisement ever inserted in an American newspaper

BOSSEE'S ICE CREAM HOUSE.

From this advertisement it is learned that "Bossee's Ice Cream House" was in Germantown, nearly opposite the Spread Eagle tavern. Those who are familiar with the free-and-easy way in which the term "nearly opposite" formerly was used in locating a building will understand that it would now be almost impossible to correctly locate this place.

It is only by inference based upon such facts as old directories of the city offer that anything can be learned of the Frenchman who brought to Philadelphia an industry which was to make it famous and leave its innovator unknown. In Scharf & Wescott's history he is named Bosio, and is described as a Spaniard. As the name Peter Bussu, which was pronounced Bossee, first appears in the directory for 1791, where M. Bussu is set down as the keeper of a boarding house at 75 North Water street, it is fair to infer that he was a Frenchman who had fled from France.

In 1795 it is seen that M. Bossee had removed to 59 South Fifth street, on the east side, nine houses below Walnut. At that address his occupation is given as French wine merchant.

In 1801 he is described as Peter Bossee, "eating house." It was during this period that his ice cream house was opened, and it is pardonable to suppose that ice cream could not have been obtained at his eating house. In 1802 it is seen that he moved further down Fifth street, to No. 83, where he kept a coffee house. After this date his name does not appear.

The invention of ice cream is ascribed to a French chef of the Duke of Chartres in 1774. Ice was not easy to obtain during the summer months a century ago. Robert Wharton, four times mayor of the city, who lived in a big house on Third street below Spruce, appears to have had the monopoly, and, as an old Philadelphian wrote many years ago, "dispensed ice rather grudgingly to customers, a few being private families, the mineral water druggists and the very few who made ice cream." The writer was relating an incident of the year 1802.—*Boston Post.*

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1906. [29

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.
In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [48

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE AND Other FRENCH MINERAL WATERS
ALSO
Large Assortment of CANNED GOODS suitable for Pic-nic

Hongkong, 15th May, 1907. [40

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.
From $120 to $150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'AGUILAR STREET and KOWLOON.

Hongkong, 19th July, 1907. [467

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM PARLANE,
Manager.

Hongkong, 22nd June, 1905. [63

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAIHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR,

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [53

Intimation.

Wm. Powell, Ld.,

ALEXANDRA BUILDINGS.

Specialists

IN

Travelling Requisites.

GABIN TRUNKS.

DRESSING CASES.

LADIES' HAT BOXES.

PORTMANTEAUS.

KIT BAGS.

HOLDALLS.

WM. POWELL, LTD.,

HONGKONG.

Hongkong, 17th August, 1907. [81

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June, 1907, at the rate of ONE POUND FIFTEEN SHILLINGS per Share of $125, is payable on and after MONDAY, the 19th day of August, 1907, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager

Hongkong, 17th August, 1907. [753

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 30th June, 1907, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after Tuesday, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 19th August, 1907. [758

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 23rd August, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
100 cases WATSON'S No. 10 WHISKY, 100 cases RED CROWN WHISKY, 100 cases SCOTCH WHISKY, 50 cases COGNAC — emy Martin & Co., 25 cases PERINET FILS CHAMPAGNE;
ALSO
14 cases TOILET SOAPS (slightly damaged by water), 1 case SOCKS and 1 case MANILA CIGARS "La Insular."
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st August, 1907. [767

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 24th August, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A FINE ASSORTMENT OF
HIGH-CLASS JAPANESE CURIOS,
Comprising:—
OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, O D-BRO ZES WALL HANGINGS, KAKEMONOS, IVORY, ORNAMENTS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th August, 1907. [760

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a Temporary Pier over Crown Foreshore opposite Road North of Kowloon Marine Lot 87, Yaumati, to be held at the Offices of the Public Works Department by order of His Excellency the Governor, on MONDAY, the 26th day of August, 1907, at 3 P.M., for a term of 1 year commencing from the 1st day of September, 1907.

PARTICULARS OF THE PIER.

No. of Sale	Position.	Largest Dimensions.	Upset price.
1	Opposite Road North of Kowloon Marine Lot No. 87, Yaumati.	100' by 15'	$400

Hongkong, 19th August, 1907 [76

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 10 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 30 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes
10.30 a.m. to 11.00 a.m. ...Every 10 minutes
11.45 a.m. to 12.00 noon ...Every 15 minutes
12.00 Noon to 1.00 p.m. ...Every 10 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 10 minutes
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [59

SHANGHAI ADVERTISING.

It may be due, in some degree to our proximity to Japan, which, we need not say, is one of the countries most strongly addicted to advertising in the world, or it may be due to some inherent, over-mastering desire that animates us to be conspicuous and self-assertive, or it may be simply that we are pulsating, as a business community, with an excess of competitive vitality; but whatever may be the real explanation of the phenomenon the fact remains that Shanghai, for its size, and for the number of its foreign population—from whom alone, of course its business impulse is derived—is now one of the greatest centres of advertising around the whole range of the Pacific coasts. The case was by no means always so. It was not so ten years ago, when, practically the only means which local business people had of making their wants and wares known were the newspapers and "expressmen." The poster was practically unknown, save as the herald of a visit from a theatrical company or circus, and as for a hoarding for the display of pictorial ads. of the kind which now adorn every vacant space along our streets, the people of the Settlements would as soon have looked for the appearance of one of the denizens of the antediluvian forests on the Bund, as for such a construction as is now going up for the convenience of enterprising advertisers on the site of the old Central Hotel. But it is not only in the matter of hoardings that Shanghai is learning to indulge a fondness for advertising. Advertising in other lines is developing into a regular big business, and where, formerly, an odd man or two might look to canvassing as a means of bringing in a slight increase of income, there are now scores of people, including several ladies, pursuing this business as their sole means of livelihood, and making a very good thing out of it too. There are at least two or three directory promoters in the field at the present moment, employing from twenty people each, to go round and canvass the stores and business houses on behalf of the advertising pages of their respective publications. A prospective guide-book is giving occupation to a number of other canvassers; all the local newspapers and periodicals are similarly "pushed" outside their offices; there are people here looking for advertisements for books to be published in Hongkong, Manila, and even further afield, and, in fact, the vogue of advertising has become one of the most remarkable developments of life in this one-time free-and-easy Settlement of ours, where a few short years ago no one dreamt of pushing himself or the things he dealt in, in front of his neighbours, but where the stress and strain of modern competition have definitely taken possession of the field, giving rise to new activities and providing widening spheres of enterprise, which we must say, augur very hopefully for the future of Shanghai.—*Shanghai Times.*

JAPAN AND COREA.

THE WORLD OBSERVING THE PROCESS OF AN UNBENEVOLENT ASSIMILATION.

The Coreans appear to be in a state of civilisation closely resembling that of the Japanese about half a century ago. How the two races compare in the moral qualities does not yet appear, but the Coreans are certainly far less competent and masterful than the Japanese, and the Corean Government is doubtless one of the most wretched on earth. Nevertheless, with full knowledge of the character of the Coreans and their Government, the United States did, by treaty proclaimed June 4, 1883—and still in force—covenant with the Government as follows:

If other powers deal unjustly or oppressively with either Government the other will exert their good offices, on being informed of the case, to bring about an amicable arrangement, thus showing their friendly feelings.

The same treaty also provides for the appointment of diplomatic representatives by each government to reside at the court of the other. Now, as all know, a few years ago Japan threw an army into Corea and virtually took control of its destinies. If the American language has any meaning, this was certainly a case of acting "oppressively," such as entitled the Corean Government to call upon the Washington authorities to exercise their "good offices." It is understood that they did so, but that "there was nothing doing." We acquiesced in the usurpation, knowing that the consent of the Corean "Emperor" had been extorted by force, withdrew our diplomatic representative and sent the Corean representative if there was one, packing. There is no doubt, we suppose, that Japan will give Corea a government which, from our standpoint, will be much better than that country has ever had. It may not, however, from the Corean standpoint, be nearly so good. The question then arises whether, having recognized the Corean Government, and entered into solemn engagements with it, we did not grossly violate our national faith by refusing to recognize our own obligation.

However, we did repudiate our obligation. The Corean Emperor is nominally retained in power, but with Japanese "advisers" constantly at his elbow, and with the provision that all intercourse with foreign nations Japan shall represent Corea. In his despair the Emperor applied to The Hague conference for relief—which he did not get—and was immediately and sternly called to account for his impudence in asking for help or even consideration. So deadly was the sin that his abdication was forced, and a son, apparently a tool of the Japanese, now reigns in his stead. The Coreans are not, apparently, an admirable people, but they do seem to have the virtues of patriotism, love of independence, and loyalty to their own institutions, traditions and government. They are rising in arms against the intrusion of the Japanese, just as Americans—we trust—would do under similar conditions. And they are being shot down for their temerity. There is no doubt that the Japanese will work their will upon them, but it would seem that the Coreans are at least entitled to the sympathy of mankind, except upon the theory that the weak and incompetent have no rights as against the desires of the strong and masterful.—*San Francisco Chronicle.*

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods, from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be is plain to everybody. It is beyond price in Anæmia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalse, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [e2c

NOTICE TO PASSENGERS.

PENINSULAR & ORIENTAL S. N. COMPANY.

THE DIRECTORS OF THE P. & O. S. N. Co., LONDON, beg to intimate that, for Sailings on and after this date, the PASSAGE RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.
Hongkong, 17th August, 1907. [754

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE DIRECTORS OF THE MESSAGERIES MARITIMES, PARIS, beg to intimate that, for Sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan, will be subject to a Surtax of 10%.

By Order,
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1907. [755

NOTICE.

THE NORDDEUTSCHER LLOYD, BREMEN, beg to intimate that, for Sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents for Hongkong and China.

Hongkong, 17th August, 1907. [756

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA, and the EASTERN DIVISION OF KAU-LUNG, occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair *Casings and Stair Linings, all Ceilings and the* Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North thereof through the Yaumati service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of August, 1907. [762

Intimations.

A GOOD OPPORTUNITY TO LEARN SHORTHAND.

HORATIO C. POLLOCK, Court Reporter,
OPENS A
NIGHT SCHOOL,
September 1st.
Apply CONNAUGHT HOTEL.

Hongkong, 19th August, 1907. [759

HONGKONG JOCKEY CLUB.

THE List for SUBSCRIPTION GRIFFINS (China Ponies) for the next RACE MEETING will CLOSE on SATURDAY, 24th instant. Members wishing to subscribe, who have not already sent in their names, please apply to the Undersigned, from whom particulars can be obtained.

H. P. WHITE,
Acting Clerk of the Course.

Hongkong, 21st August, 1907. [765

Notices of Firms

NOTICE.

THE Undersigned, having tendered their resignation, beg to inform the Public in General that they will CEASE from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAU."

ROZARIO & Co.

Hongkong, 21st August, 1907. [764

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATOON V. APCAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia
Do BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.

Dated 21st August, 1907. [766

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Wunnenberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th August, 1907 [751

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Charente*, and from Bordeaux ex s.s. *Verbeckmoes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th August, 1907. [10

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th August, 1907. [757

To Let.

TO LET.

OFFICES at No. 13, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [71

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., Ld.

Hongkong, 22nd June, 1907. [89

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August 1907. [68

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [439

TO LET.

HATHERLEIGH, Conduit Road.
No. 1, RIPON TERRACE, Bonham Road.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [629

TO LET.

HOUSE No. 2, ROSE TERRACE Kowloon.
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—
COMPRADORE,
Barretto & Co

Hongkong, 24th July, 1907. [665

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.

Hongkong, 13th August, 1907. [742

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [67

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907. [624

For Sale.

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SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

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&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [4

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

ÆRATED WATERS OF ABSOLUTE PURITY AND THE HIGHEST DEGREE OF PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

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OUR STONE GINGER BEER, since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO., LIMITED, CHEMISTS, ÆRATED WATER MANUFACTURERS, &c., &c., &c. HONGKONG, CHINA & MANILA.

Hongkong, 17th August, 1907. [31

BIRTH.

On August 22nd, at No. 3 Albany, Hongkong, the wife of J. ARNOLD, of a son. [708

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 22, 1907.

THE MANCHURIAN LOAN FIASCO.

We have repeatedly referred to the danger facing Japan in floating loans which, however guaranteed, were apparently beyond the actual resources of the country. It is perfectly true that our ally has adopted a tentative measure of financial reform by the conversion of the various foreign loans into one consolidated debt, but it is still difficult to see how Japan can meet the annual interest required, and also build up a sinking fund. It is frequently suggested that because the United Kingdom carries a sort of perpetual National Debt the Britain of the Orient can afford to do the same; but the conditions are far from being analagous. The people of Great Britain have the money, the hard cash to put it plain, whereas Japan is simply in the position of the heir presumptive. If it had not been for the extraordinary efforts of a few financial geniuses Japan, a few months ago, would have experienced the greatest crisis that had ever befallen her, for there were many banks on the verge of dissolution. The result of the war unquestionably inflated the ideas of the people, and loan after loan was floated simultaneously in London, Paris and New York, until investors became suspicious and finally refused to part with their money. The result of it all was that when the Manchurian Railways' issue was placed on the market it fell flat—"a fiasco" is the phrase used by such an authority as the *P. M. G.* As our contemporary says: "If it were possible to place a loan successfully with the public, the London advisers would have succeeded. But circumstances were against it. Minor causes at work were that the repeated borrowings of Japan had aroused a certain spirit of criticism, and that the slightly strained relations with the United States were not appreciated. There would certainly be no money in Europe for a Japanese war, though that is not fortunately within the bounds of possibility. Then, with a few people it was unfortunate that on the day that Japan was seeking British money for Manchurian Railways, the American Steel Trust was parading its great orders for rails for these same railways. These were the minor causes. The chief reason for the fiasco was just—money. Nobody wants fresh loans. No country has been more handsomely accommodated than Japan. No country, save four, could have borrowed on such favourable terms for war purposes, even with better commercial advantages. But even a Japanese guaranteed loan was not wanted, and with talk of a Japanese Government issue behind, was even less welcome." The *Times*, commenting on the result, says: —In many respects, however, it cannot be regarded as unsatisfactory. We have already stated some reasons which caused the appearance of the issue to be regretted by many of Japan's well-wishers, and the endorsement of those opinions by the general public will doubtless have a salutary effect in the proper quarter. The inconvenience to which the underwriters are subjected is to be regretted, but it may be that in their case also a timely lesson has been taught, and they are a keen-sighted body on the whole, and may be trusted to have made some provision for such a result. After all, this is not the time of year for big issues, and there have surely been plenty of indications that capital, that patient milch cow, has been milked nearly dry and must be given a rest; when all the conditions are considered, it will be recognised that Japan has good reason to be grateful to those who handled the issue for having procured any reception at all for it. It is an open secret that in no other centre but London would it have been possible even to make an appeal to the public for such a sum under present conditions. Reuter's Agency in London received the following statement from the Imperial Japanese Financial Commissioner with regard to the new Southern Manchuria Railway loan:—It is erroneous to suppose that the Government guarantee of this loan will add to the financial burden of the Japanese Government. The latter attaches such great importance to the management and immediate development of Manchurian railways, that it has guaranteed absolutely repayment with principal and interest of the present bonds, but the prospects of the railway systems concerned are such that it is improbable that the Government will be called upon to add in any way to its financial burden. It should be remembered that the Manchurian railways have received no subsidy from the Imperial Government. I have just received telegrams showing that the South Manchurian Railway Company's receipts for the first financial year ending last month have been so satisfactory that there is no need for the company to fall back upon the Imperial subsidy to which it is entitled in case the profit do not reach a certain sum." The receipts promise to be largely increased on the completion of the improvements now in progress. In the case of the Fushun coal mine, which is worked by the railway, advices just received state that when the large shaft now under construction is completed, the out-put will be 1,500,000 tons annually. As regards the Mukden-Antung line, the prospects of which are said to be less favourable than the other lines, I am informed that some promising iron and coal discoveries have been made at Honkeiko, near Mukden. This line, too, is important, owing to the fact that its connection with the Korean system makes it a part of the great international route from Europe *via* Siberia to the Far East. Moreover, it taps the famous Valu River forests and the Eastern Manchurian goldfields. In the case of the Dalny-Changchun line, there is already more passenger and freight traffic than can be dealt with.

LOCAL AND GENERAL.

THE P. and O. s.s. *Manila* left London on 20th ult. with silver coin for Singapore to the value of £43,750.

SUB-LIEUTENANT J. de B. Jesson has been appointed to the *Tamar*, Hongkong, for duty with the destroyer *Otter*.

HONGKONG and China Gas Company, Limited, discharge registered July 17, of debentures dated June 24, 1902, for £600.

ON promotion, Lieut.-Colonel Kent Royal Engineers, retains his appointment of Commanding Royal Engineer at Singapore.

THE Minister for the Colonies authorises the Netherlands Trading Company to inform the trade, that in the Java Budget of 1908 the quantity of Banca tin which will be offered at auction in that year is estimated at 220,000 piculs.

LIEUT.-COLONEL H. E. F. Goold-Adams C.M.G., Royal Artillery, who earned that decoration by his very fine work as a Special Service Officer with the China Field Force, 1900-1, has been selected for service with the Royal Garrison Artillery in Bermuda.

A YOUNG Chinaman, M. Tcheng-Loh, Secretary of the two delegates representing China at the Hague Conference, has just passed the last examination for his law degree at the Law Faculty of Paris. One of his compatriots, a first year student, also passed his examination a few days since.

A MARRIAGE has been arranged, and will take place in October, between Isabelle, younger daughter of Mr. and Mrs. Edward Sassoon, of 46, Grosvenor-place, and Mr. Arthur Humphreys-Owen, of Glansevern, county Montgomery, only son of the late Mr. A. C. Humphreys-Owen, M.P. for Montgomeryshire.

EX-VICEROY SHUM.

AN APPRECIATION.

Writing from Hongkong on the 13th June last, the correspondent of the *Indo-European Commercial Intelligence and Trade Register* says:—

"What conduces to the belief that South China is on the high road to renewed prosperity, is the fact that Tsen Shun-hsuan—or Viceroy Shum as he is familiarly described—is on his way back to Canton to assume the substantive office of Viceroy of the Liang Kwang. It is amusing and occasionally irritating to read the stories that are sent abroad about Shum. He is spoken of as a reactionary, an anti-reformer, a hater of foreign ideas and methods, an upholder of "old custom" and all the rest of it, whereas Viceroy Shum is, he has proved time and again, a radical believer in Western civilisation. His ideal is to reform China from within. His motto is "China for the Chinese and by the Chinese," and if he can stem the tide of foreign intervention, he will use his utmost interests to accomplish his object at all hazards. But Shum is not in any sense of the word a reactionary. He has fostered education in Canton, he believes in an army formed and based on European models, and armed with weapons of the latest design, he is sound on the question of discipline—he would sooner decapitate a drunken soldier than harm a miserable robber—he has done everything in his power to encourage the development of railways, he has given his official approval to the Canton Works Scheme, the improvement and deepening of the Canton River, the construction of the bund, and he is the prime mover in the scheme which is still in the protoplasmic stage, to reconstitute the port of Whampoa and make it the port of Canton, his ultimate object being, of course, to divert a portion, or rather the greater part of the carrying trade of Hongkong to Canton *via* Whampoa. None of these things is exactly calculated to make Shum popular with the foreigner who is eternally on the make and views everything from a purely selfish standpoint, but they do not detract from Shum's popularity among his own people. The first evidence of his return to power will probably be found in the starting of operations in connection with the Canton-Hankow Railway which will eventually bring Canton into direct communication with Peking. The Company which was floated by the Chinese to build the railway has spent its time in endless bickerings about precedence on the Board of Directors. The money of the shareholders—contributed by the gentry, the merchant guilds, the charitable institutions and even the very coolies—is locked up in the native banks, because the *sot-disant* leaders cannot agree upon the composition of the Board of Management. A meeting of delegates and shareholders was to have been held on 12th June to elect a Board of responsible Directors with powers to proceed with the construction of the track without further delay, but possibly owing to the fact that Viceroy Shum has been reappointed to Canton, that meeting was postponed until after His Excellency had settled down. When the meeting does take place there need be no question that the railway will start forthwith. There is never any lack of money where Shum is, and the circulation of ready cash must necessarily affect the Hongkong market.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 22nd at 12.20 p.m.—The barometer has fallen generally except over the Philippines, the marked fall being shown over the Loochoos and S.W. Japan.

The depression embraces a large area and remains very much elongated. Its axis appears to lie along a line extending from the Balingtang Channel to a point to the E. of the Loochoos. One centre, which appears to be moving Northwards, is lying to the E.S.E. of the Loochoos. Another centre may exist in the neighbourhood of the Balingtang Channel.

Except over E. Japan, pressure is below the normal generally, particularly over Luzon, Formosa and the Loochoos where it is in defect by between 0.2 and 0.3 inch.

Strong N.E. winds are expected to prevail in the Formosa Channel, and strong N. to W. winds over the N.E. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches

FORECAST.

1.—Hongkong and neighbourhood, N.W. winds, moderate or fresh; fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, N. to N.W. winds, fresh.

4.—South coast of China between Hongkong and Hainan, N.W. to W. winds, moderate.

THE *Board of Trade Journal* states that inquiry has been received from a firm of merchants and commission agents at Hongkong for names of Canadian exporters of skins. From the same quarter inquiry is made for names of firms in Canada likely to import silk piece goods, cassia lignea, firecrakers, and other China produce. Good references are offered.

THE death is announced of Mr. B. Heldring, chairman of the Netherlands Trading Company, at the age of 68. For nearly half a century he was at the head of two important financial institutions. He commenced his commercial career in the office of Messrs. van Eeghen and Co., went later to Padang (Sumatra), but shortly afterwards returned to Holland, to accept an appointment, in his 26th year, as a director of the Kasvereeniging at Amsterdam. For 15 years he served in this capacity, and the fruits of his organising capacities were shown in the progress of this institution. Mr. Heldring has since been for 20 years a director and for seven years chairman of the Netherlands Trading Society. The death of Mr. Heldring will be regretted in the commercial world.

THE YARN CRISIS.

A DEALER'S FAILURE.

In the Bankruptcy Jurisdiction Court this morning before His Honour the Chief Justice, the adjourned application of Fan Wa Shan was heard.

The Official Receiver said he had finished.

Mr. Looker, representing a number of creditors, said that when the debtor was last before the Court the case was adjourned in order that he might supply certain information from his books which the creditors desired. To a certain extent that had been done, but apparently he had not paid close attention to the questions as the answers did not altogether give the information that was desired.

Mr. Looker to debtor—Was the statement which your solicitors furnished as to the course of your business made out by you or with your knowledge?—The accountant made it out.

Is it a correct statement?—It is a true statement.

The yarn which you purchased from the yarn importers you bought for the purpose of re-selling to country dealers?—Sometimes my customers told me to make a purchase.

Attend to the questions.—It was generally when my customers told me to buy.

You bought it to re-sell? I want to know if you did not buy this yarn for the purpose of re-selling to Chinese dealers?—Yes.

And unless these country customers paid for the yarn you could not yourself pay for it?—That is so.

Was there a demand among the country customers for a certain quantity of yarn?—They required some every year.

In anticipation of these requirements you used to enter into large contracts with importers for the purchase of yarn?—No. When the customers told me to buy I bought.

You only entered into contracts when the customers requested you to buy?—As a rule I bought very little without my customers requesting me to buy.

Your customers didn't give you orders for any particular amount? They simply told you to buy a good deal because they wanted it?—They told me to be ready as they wished to buy.

They did not state quantities?—Approximately they did.

What did they say?—The customer would say approximately the amount they wanted to purchase, say 500 bales.

And you would buy 500 bales?—Yes.

They used to take delivery in small quantities, of three or four bales at a time?—Sometimes more, sometimes less. I could not say exactly.

You can say perfectly well?—They took little by little.

And as a customer came and wanted his few bales of yarn you went and got it from the people you bought it from?—Yes.

You did not take delivery of it until the customer came along and asked for a few bales?—Yes.

In the beginning of January 1906 the price of yarn fell?—The price went down as far as I remember in the first and second moon of last year.

It continued to go down?—There was a small fall.

On the 24th of January you had still to take delivery of and pay for 41,537 bales?—That is right.

Of that amount 23,414 bales had not been resold?—The customers said they required it.

Will you answer the question, please?—Yes.

Question repeated.—The customers had told me to buy for them.

Will you tell me whether that amount had been resold?—It had not been resold.

Between the 24th of January and 15th May the price of yarn fell considerably?—Only a dollar or so.

Had it not fallen from $10 to $15 by the 15th May?—I don't consider it fell so much.

Come now. You were one of the largest yarn dealers and must have known the state of the market. Didn't the market prices fall in the time mentioned from $10 to $15?—Not on the sales that I made to customers.

Was the price at which you could buy yarn on the 15th May the same as on the 25th January?—It had fallen two or three dollars.

After further questions put with a view to show that the decline of the market was greater than admitted by debtor,

The Chief Justice asked—How much did you expect to lose on the stuff you did not take delivery of?—$30 or $40,000.

Mr Looker then applied for, and was supported in his application by Mr. H. C. Bailey, the detention of the debtor, but after some discussion the matter was allowed to stand over for one week.

NORTH CHINA FORCE.

TO BE REPLACED BY BRITISH BATTALION.

It is notified that it has been decided to replace the four companies of the 3rd Battalion, The Middlesex Regiment, now stationed in North China, by a complete British battalion, and to withdraw one of the Indian battalions at present forming part of the North China Force.

On the arrival of the 2nd Battalion, The Cameron Highlanders, at Tientsin, the four companies of the 3rd Battalion, The Middlesex Regiment, will embark to rejoin Headquarters of the Battalion at Hongkong, where they should arrive about the 14th of February next.

THE Anglo-Japanese Trading Company has been registered with a capital of £10,000, in £1 shares, to adopt an agreement with W. Henry and E. Jennings, and to carry on the business of manufacturers of and dealers in artificial camphor, &c. No initial public issue. First directors (not less than three nor more than seven):—F. D. Vine, G. Mattei, and R. Ralph. Remuneration: Chairman, £100 per annum; others, £50 each per annum.

KOWLOON LAND RESUMPTION.

CLAIM FOR COMPENSATION

CASE SUBMITTED TO ARBITRATION.

An Arbitration Board sat in the Supreme Court this morning to determine the amount of compensation to be paid in respect to the resumption of eleven lots and portion of another at Kowloon, near the old boundary and close to the road between Kowloon City and Tau-ma-ti.

The Board consisted of His Honour Mr. A. G. Wise, Puisne Judge, Hon. Mr. W. Chatham, C.M.G., Director of Public Works, and Mr. W. Danby, M.I.C.E.

The claimant, Mr. J. C. Wong, was represented by Mr. G. K. Hall Britton of Messrs. Britton and Hett, and Mr. G. E. Morrell, Crown Solicitor, of Messrs. Dennys and Bowley, appeared on behalf of the Crown. Mr. A. S. Hooper and Mr. A. H. Ough were in attendance on behalf of the Crown and Mr. Turner on behalf of the claimant.

Mr. Morrell explained that the land was resumed on April 16, and that the Government offered $425 as compensation, which the claimant refused to accept. A discussion as to whether a claim had been duly lodged by claimant followed, but finally the claim was admitted.

Mr. Britton said that the land was bought by Mr. Wong in 1901 and 1902, and as the Government required some of the lots for the construction of a new road negotiations were entered into between the parties in September, 1905. On January 31, 1906, Mr. Wong proposed that the question of compensation be submitted to arbitration then, but the suggestion was not adopted. In the plan which was provided by the Crown Solicitor three lots appeared which were not included in the present arbitration, but claimant had a yearly lease of them and was entitled to compensation.

Mr. Britton thought they should be considered by the board.

Mr. Morrell objected, and the Hon. Mr. Chatham pointed out that in any case the compensation would not be on the same basis.

Mr. Britton then continued his opening. Throughout the negotiations, he said, Mr. Wong had made several offers to the Government for the surrender of his land, but all were refused. It was admitted that the claimant's title was a good one, therefore it was unnecessary to prove it. In an interview with the Colonial Secretary the claimant offered to give up his land for similar land in the vicinity, but the offer was refused and then claimant offered to buy land in the vicinity from the Government at one cent per square foot, the price the Government were offering for claimant's property. The reply was that the Government was not prepared to sell land in that vicinity for agricultural purposes. An application for the land for building purposes at the same price met with a similar refusal; the Government declined to disclose their policy. Mr. Britton submitted that if the land was only worth one cent per foot to the Government, or rather if they were only willing to allow that price, that claimant should be sold similar land by the Government at the same price, or in exchange for his own land. But the Government had been selling land in that neighbourhood at five and six cents per foot and private sales had realised eight, nine, ten and even fifteen cents per foot. Mr. Britton mentioned that for the purpose of showing how unreasonable the Government's offers were.

The Government's offer of one cent per foot was subsequently increased to two cents per foot, $425, and claimant refused to accept, but reduced his original claim of fifteen cents per foot to ten cents, together with a claim for the stone wall put up by claimant. The compensation to be paid by the Government was: First, the value of the land; then the Board had to take into consideration the disturbance caused by the compulsory sale of the land; then there was the depreciation of the remaining lots, want of water, and loss of frontage. The Government had taken all the land bordering on the road and left no approach to the remaining lots, and had also taken three lots which apparently were not required for the road at all. The claimant's claim was as follows:—Land resumed, 20,517 square feet at nine cents per square foot, $1,846.53; compensation for stone wall, 2,520 cubic feet at 18 cents per cubic foot, $453.60; depreciation on remaining lots 22,651 square feet at five cents $1,132.55; rent from April 16th to August 22nd, being 129 days at $140 per year, $49.46; other compensation, $,68.21; total $1,050.35.

Mr. Wong stated in evidence that he had an offer for the land at 18 cents per square foot and accepted it, the sale to be completed on the intending purchaser's return from China. This man had returned, but finding the Government was about to resume the property he declined to complete the sale. In answer to Mr. Morrell claimant stated he had no contract for the sale.

(Continuing.)

IN reply to Viscount Turnour, Mr. E. Robertson said: The *Terrible* broke one of her propeller shafts on her way back from Hongkong on Sept. 28, 1906. A new shaft and propeller have since been supplied, and repairs of the *Terrible* are in progress at Portsmouth, where she has been lying since her return from China.

EARLY in the New Year the commands of the 3rd and 4th Battalions of the Diehards will fall vacant. Brevet Colonels W. Scott-Moncrieff, and G. B. Lempriere will vacate the commands respectively on Feb. 17 and 24, on completion of four years at their heads. The step should go to Majors C. R. Dyer and R. de H. Burton, the seconds in command of the 4th and 3rd Battalions. In that case, the latter would succeed Colonel Scott-Moncrief in command of the 3rd Battalion at Hongkong by exchange most likely.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

JUDGE WILFLEY AGAIN.

AMERICAN ATTORNEY DEFIANT.

[*From Our Own Correspondent.*]

Shanghai, 22nd August, 3.50 p.m.

Attorney Curtis has been cited to appear before the United States Court for China on a charge of contempt.

It is alleged that he appeared on several occasions in Court without having passed Judge Wilfley's examination.

In defence, it is urged that the Court has no authority to make special rules.

The question is adjourned.

A CHINA DIVORCE SUIT.

In the Divorce Court, before Mr. Justice Bucknill, the petition was heard of Frederic William Dawson for the dissolution of his marriage with Irene Harlow Dawson, *née* Gates, on the ground of her adultery with Sidney George Reilly. Mr. Barnard, K.C. (Mr Le Bas with him), said that the parties had been married on May 5, 1923, at Holy Trinity Cathedral, Shanghai, China, and there had been no issue of the marriage. The petitioner was a Yorkshireman, at that time travelling in China, and the respondent was an American lady who represented herself to be wealthy. The marriage was a brief and singularly unhappy one, for after the parties had lived and cohabited at Astor House, Shanghai, and at Hongkong, on June 30, 1923, the respondent, having obtained a large sum of money from the petitioner, insisted on his executing a separation deed, she not asking for an allowance as she was possessed of separate estate. In Oct., 1904, the petitioner heard from his wife at the Westminster Palace Hotel, London, and had an interview with her, in the course of which she endeavoured to induce him to put an end to the deed of separation, and to resume cohabitation with her. He, however, declined to do either; but, as she professed to be in want of money, he paid her account and instructed his solicitors to pay for her lodging in town. She, however, very shortly afterwards disappeared from her lodgings, and on Dec. 21, 1904, she instituted a suit for restitution of conjugal rights against him. By this time the petitioner had received information that she had been living with Mr. Reilly in Brazil, and on Jan. 18, 1905, the petitioner and his solicitor proceeded to Brussels, where they saw Mr Reilly, who admitted to them that he had lived with the respondent at the International Hotel, Rio de Janeiro, the couple passing as "Mr. and Mrs. Gray." Accordingly the petitioner, on Feb. 9, 1905, filed an answer to his wife's petition for restitution of conjugal rights and set up both the deed of separation and her adultery with Mr. Reilly, and on the same day he filed his petition for divorce. No answer was filed by the respondent to his petition for divorce, which was served upon her in Oct. 1905, at Johannesburg, South Africa, and on June 15, 1907, her suit for restitution of conjugal rights was dismissed for want of prosecution. In the meantime, the petitioner had verified at Rio the confession of Mr. Reilly, and subsequently he obtained the evidence of Auguste Staehle, the bookkeeper at the hotel, which was taken on commission. The witness was, however, only able to identify the respondent and co-respondent by their photographs. Evidence having been given in support of the petition, Mr. Arthur Malcolm Latter, barrister-at-law, who had formerly been in Shanghai, gave evidence as to the validity of the marriage. Mr Justice Bucknill said that, while he did not wish to break any rule of practice, he thought that in this case, having regard to all the circumstances, he might properly act upon the identification by photograph alone. There would, accordingly, be a decree *nisi*, but no order as to costs, it not having been proved that the co-respondent was aware that the respondent was a married woman.

THE British Commercial Agent in the United States reports that a large cement company has been formed to combine several of the most extensive plants outside the control of the so-called Cement Trust—the American Cement Company. The new company, which will be known as the National Cement Company, will construct in Carpentersville, New Jersey, what is expected to be the largest Portland cement plant in the world—capable of producing 10,000 barrels of cement a day. Construction work will begin immediately, and the works are expected to be in operation in May next. A feature of the new works will be the extensive use of electricity, which power will be employed to a greater degree than has hitherto been attempted in cement making.

SHIPPING AND MAILS

MAILS DUE.

Canadian (*Empress of China*) 24th inst.

Indian (*Kumsang*) 26th inst.

German (*Prinz Heinrich*) 27th inst., a.m.

German (*Prinz Regent Luitpold*) 27th inst., p.m.

American (*China*) 28th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 9.30 a.m. on 22nd inst., and leaves again at 6 p.m., same day, for Hongkong, where she is due to arrive at 6 p.m. on 24th inst.

Telegrams.

[*Reuter's.*]

The United States.

London, 20th August.

Mr. Taft, speaking at Columbus, Ohio, referred to the quickening of the public conscience in regard to business abuses, and foreshadowed amendments to The Railway Rate and Interstate Commerce Bills, also to the Anti-Trust Law, with a view to strengthening the hands of the Government.

Later.

President Roosevelt at Princetown, Massachusetts, advocated a national incorporation of the laws for corporations engaged in inter-state business, that the Government should have the control of the railways as they controlled the National Banks. The Government wanted to do something effective to secure the conviction of trust managers in criminal prosecutions, but to inflict no unmerited suffering on innocent stockholders.

ALLEGED HIGH-HANDED ACTION.

SONS OF THE FRENCH CONSUL AT SINGAPORE ARRESTED.

The *Singapore Free Press* of the 16th inst. says:—

In the Fourth Magistrate's Court yesterday, Mr. Colman, the third magistrate, conducted an inquiry into allegations of theft of a piece of chain value l at $1 and trespass brought by Mr. Ho Yang Peng against Masters Raphael and Harrold de Bondy, the thirteen and eleven and a half years old sons of Count R. de Bondy, Consul-General for France, and their tutor M. C. Pialot.

Count de Bondy informed his worship that his two younger sons had been playing in a boat with their tutor and landed on the beach at Siglap. The beach was no man's land as far as the boys knew. They found a small piece of chain buried in the sand and dug it up and put it in their boat. A watchman then came up and made trouble and Ho Yang Peng had the boys arrested and dragged bare foot to the police station. Yang Peng used abusive language to the boys and called them "Thieves, son of a ——— and "———."

His worship inquired as to the alleged rescue, and the French Consul explained that while the boys were being taken by a Malay policeman from Siglap station to Rochor station, they passed their father's house and the elder boy ran into the house and told what had happened. Their governess, Miss Jones, came out and explained to the police that the boys were the sons of the French Consul and persuaded them to let the children remain in the house until an Inspector came. The Malay police agreed and release l the boys. Later the French Consul went to Rochore station and made a report, but Inspector Connor declined to take action.

His worship said he would not deal with the matter of the rescue.

At this stage, Mr. Roland Braddell appeared in Court and said he represented Mr. Ho Yang Peng. He would like to hear what was being said. His client had not brought this case as a criminal charge.

Mr. Colman:—Well, what charge is it?

Mr. Braddell:—I don't quite know. I would prefer a short postponement.

The Count objected to a postponement being granted. He had been put to great inconvenience and had come down from the Confederate Estate. He added:—No one but Yang Peng would call the French Consul's son's thieves. My sons are not thieves; perhaps, his are.

His worship remarked that the charge of theft was absurd.

Mr. Braddell said that Mr. Yang Peng was annoyed by the boys, and if apology had been made the matter would never have been brought to Court. Mr. Yang Peng was a well known gentleman and was well acquainted with English customs. He had been annoyed at the intrusion of the children.

Count de Bondy:—What does this gentleman mean by the apology? If any apology was to be made, it was by Yang Peng for calling my boys "sons of a ——— ——" and giving them in charge and treating them as thieves. Does the beach belong to Mr. Ho Yang Peng? If Mr. Yang Peng had said any damage was done, I would willingly have apologised and made good the damage. An old chain was found embedded in the beach. Please don't be so rude as to laugh, Mr. Yang Peng, when I speak. I do not laugh when you speak. I believe that according to the English law the beach is public property.

His worship said certainly no apology were required from the French Consul. The charges were thrown out.

Count de Bondy:—I ask your worship to grant a summons against Ho Yang Peng for making a false charge against my sons, under the Penal Code.

His worship:—I suggest you see Mr. Sproule, the Deputy Public Prosecutor, and if he agrees, I will grant it.

The Count:—No Chinaman shall call my children "son of a ———."

The French Consul then consulted with the deputy public prosecutor. He intimated his intention of bringing the matter before the Supreme Court.

It is understood that the Count has brought the matter to the notice of the Colonial Secretary.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY LEAGUE.

To the Editor of the "Hongkong Telegraph."

SIR,—As the case of the Executive Committee of the Navy League in the recent controversy has been so greatly misrepresented, I ask permission to put it before you on their behalf.

The main charge made against them at the meeting on the 19th inst. was that they had violated the constitution of the League in refusing to initiate and carry on a public agitation upon the various matters named in the resolution of censure, and in declaring that the work of the League should be mainly educational.

The constitution is now embodied in paragraphs (*a*) to (*d*) of Article 3 of the Memorandum of Association of the League, which is now an incorporated body. They run as follows:—

(*a*) To secure as the primary object of the national policy "The Command of the Sea."

(*b*) To spread information showing the vital importance to the British Empire of the maintenance of naval supremacy, upon which depends its trade, empire, and national existence.

(*c*) To call attention to the enormous demands which war would make upon the Navy, and to such measures as may be requisite to secure adequate preparation for the maritime defence of the Empire.

(*d*) To urge these matters on public men, and in particular upon candidates for Parliament.

"From their sequence it is clear that education and not agitation is to be the primary work of the League.

Taking paragraphs (*a*) and (*b*), the Committee believe that command of the sea is now the first object of national policy. At the same time they consider that to secure its continued maintenance as such it is essential, in view of the continuing increase in the direct representation of the wage-earning classes in Parliament, that the League's educational work should be continued and developed with all the energy and persistency they can command. This educational work, it should be observed, consists in addresses on the doctrine of Sea Power and its vital importance to Great Britain and the Empire, given by Lieutenant Knox and other speakers at meetings, not only of boys and girls, but of grown men and women. Its value has been acknowledged by Lord Charles Beresford among others. His words on this point are worth quoting. "This Empire," he says, "was mainly created, and is only maintained by the power of the British Fleet, and the Navy League would have fully justified its existence if it had never done any other work than to bring this fact home to the youth of our public schools."

On paragraph (*c*) the Committee hold that as the fleet is, in the opinion of such high authorities as Admiral the Hon. Sir Edmund Fremantle and Admiral Sir Cyprian Bridge, up to the level of the two-power standard with a margin, they are not required to take any action in this respect at the present juncture; and they are further fortified in this view by the following statement of Sir Cyprian Bridge, which appeared in the *Standard* on the 17th instant: "In my opinion, an opinion formed after the best inquiry a person in my position can make, I am satisfied that the naval power of this country has not been in any way diminished by any reduction of expenditure since the present Government came into office."

With regard to paragraphs (*c*) and (*d*), it has been and will continue to be the Committee's practice to discharge their duties under it by letters to the Press and questions in Parliament, and by pressing these various matters on public men and upon candidates for Parliament.

The real divergence between the two parties to the controversy may be summed up as follows:—

The Committee hold that their main, or day-to-day, war must be educational, and that they should confine their public platform agitation, as a general rule, to the two great questions of the maintenance of the Fleet at the two-power standard with a margin, and the organisation of the First Line Fleet for instant service. If either of these two principles are infringed, their view is that they should take immediate steps to rouse the country to a sense of its danger. Their opponents hold, on the contrary, that the educational work of the League should be subsidiary, and that its primary duty is to conduct public agitations not only upon these two questions, but upon the others mentioned in the resolution of censure, questions which are not matters of principle, but, however important they may individually be, of controversial detail.

In conclusion, while the Committee would deeply regret the withdrawal of any members from the League, and the formation of a rival association, they are convinced that its position will be much strengthened by the increased support it will receive from the great body of moderate people who approve their refusal to allow it to be made a mere instrument of agitation, and their determination to continue and extend its invaluable educational work.

I am,

Your obedient Servant,

ROBERT YERBURGH,
President, Navy League.

The Navy League,
13 Victoria Street, S.W.
July 25, 1907.

Mr. Winston Churchill, the Under Secretary of State for the Colonies, is to make an official visit to British East Africa and Uganda in the coming autumn, accompanied by a permanent official of the Colonial Department. At his personal wish, Mr. Churchill's expenses of living and transport will be paid by himself.

HONGKONG WATER POLO SHIELD COMPETITION.

SIXTH ROUND.

Two matches in the above competition were decided yesterday afternoon, between teams representing the Royal Engineers and Middlesex Regiment.

R.E. "A" *vs.* MIDDLESEX "A".

This game was a very one-sided one, and the Engineers had little difficulty in scoring six goals in the first spell, and four in the second, to their opponents' nil. This result was no doubt due to the Middlesex not marking their men. In the game, every man in the R.E. team scored.

The teams were:—R.E. "A":—Staff Sergt Walsh; Sappers Carr, Vaughan, Morrish, Goodyear, Barton and Cp. Grandy.

Middlesex "A":—Rolfe Roberts, Rice, Goode, Green, Remnent and Aldridge.

R.E. "B" *vs.* MIDDLESEX "B".

In this match, the Middlesex turned the tables and at half time they had two goals to their credit. In the second spell they added another three, the Engineers one. Thus the game ended in a win for the Middlesex "B" team by 5 goals to 1.

The teams were as follows:—Middlesex "B" teams:—Risdale, Warner, Chapman, Wersly, Reed, Clarke and Perkins. R.E. "B" team:—Cp. Morris, Sappers Williams, Burgess, Hutchison, Jackson, Holmes and Bugler Gibson.

COMPETITION TABLE.

The League table now stands as follows:—

	Played.	Won.	Lost.	Drawn.	Points
V. R. C. "A"...	5	4	0	1	13
87th Co., R.G.A.	5	4	0	1	13
R. H. K. Y. C...	5	4	1	0	12
Corinthian Y.C.	5	3	2	0	9
R. E. "A".....	5	2	3	0	6
R. E. "B".....	5	1	4	0	3
Middlesex "A"	5	1	4	0	3
Middlesex "B"	5	1	4	0	3
V. R. C. "B"...	4	1	3	0	3

Another two friendly matches also took place between the 87th Co., R. G. A., and the Corinthian Yacht Club, and the Royal Hongkong Yacht Club *vs.* E. F. Telegraph Staff.

In the former the Corinthians defeated their rivals by 2 goals to 1, and in the latter the Yacht Club beat the Telegraphs by 2 to nil.

SHELL TRANSPORT AND TRADING COMPANY.

The accounts of the Shell Transport and Trading Company for the year 1906 show that, including the balance brought forward from 1905, and after providing for depreciation, management, and other expenses, the balance standing to the credit of the profit and loss account is £302,370, out of which the preference dividend (absorbing £50,000) has been paid, leaving a balance of £342,370 at disposal. The directors recommend that £7,000 be appropriated from this, as a provision to cover such expenditure as may be required to make the company's steamers and installations comply with the agreements with the Royal Dutch Company. The dividend already paid is the maximum permitted for 1906 under these agreements. By the arrangements with the Royal Dutch Company, the agreement between this company and M. Samuel and Co. for the management of the company's affairs is cancelled as from Jan. 1, 1907, and proposals for the future management will be placed before shareholders. The directors recommend the registration in Holland of the Bataafsche Petroleum Maatschappij and the registration in the United Kingdom of the Anglo-Saxon Petroleum Company, Limited. These two companies are those established by the Royal Dutch Company and this company to carry out the agreements. At the special general meeting of the company held on May 15, 1907, authority was given to issue up to 500,000 further ordinary shares. Of this number 300,000 have been offered at a premium of 10s., and these have all been applied for. The authority to issue the further 200,000 shares will only be availed of if and when necessary. During the past year the volume of products shipped by the Nederlandsch Indische Industrie en Handel Maatschappij was satisfactory, as the following statement shows:—Kerosene, 123,642 tons, compared with 124,114 tons in 1905; liquid fuel, 154,056 tons, as against 148,560 tons in 1905; benzine, 16,614 tons, compared with 3,561 tons in 1905—total for 1906, 294,312 tons; the total in 1905 was 276,185 tons.

VOLUNTEER CORPS ORDERS.

RECRUITS' PARADES.

At headquarters at 5.30 p.m. on Monday, the 26th August, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

At headquarters at 5.30 p.m. on Wednesday, the 28th August, for 15-pounder B.L. gun drill. Sergt. Windsor, R.G.A., will attend.

N.C.O.'S PARADE.

At headquarters at 5.30 p.m. on Wednesday, the 28th August, for instructional drill. Sergt. White, R.G.A., will attend.

PROMOTION.

His Excellency the Governor has been pleased to appoint Surgeon-Lieutenant Charles Forsyth to be Surgeon-Captain in the Hongkong Volunteer Corps with effect from the 9th August, 1907.

LEAVE.

Gunner J. A. Young is granted leave of absence out of the Colony until the end of September with effect from the 15th August, 1907.

JOINED.

Mr. A. B. Blunn joined the Corps on the 16th August, 1907, assigned Corps No. 977 and posted to the Right Half No. 1 Company.

Mr. A. R. Pfordten joined the Corps on the 15th August, 1907, assigned Corps No. 978 and posted to the Right Half No. 1 Company.

Mr. A. H. Young joined the Corps on the 16th August, 1907, assigned Corps No. 979 and posted to the Right Half No. 1 Company.

RESIGNED.

Trooper E. Buxton Forman, is permitted to resign on leaving the Colony with effect from the 16th August, 1907.

DEPRECIATION OF SECURITIES.

SIR FELIX SCHUSTER'S VIEWS.

At the Union of London and Smiths Bank meeting on 24th ult., Sir Felix Schuster touched on the all-important present-day financial topic.

Various reasons, he said, had been given for the depreciation of securities generally and so-called gilt-edged stocks in particular. Investments are, after all, like other commodities, subject to the laws of supply and demand, and the creation of new securities has in the last decade been on such a scale that the growth of liquid capital has not been equal to absorbing them easily. Two great wars, destructive of capital, have entailed enormous borrowings: the creation and development of new industries and inventions, especially with regard to locomotion, have made vast demands on the money markets: prosperous seasons, the development of new agricultural areas, and active trade abroad have put the existing railway communications of those countries to a severe test, and demands not only for new lines, but for the better equipment of the existing ones, call for increasing capital expenditure in every direction. Prices of commodities have shown a considerable and almost general rise. A large amount of capital is required, and, profitable employment for it being assured in trade, it thus becomes less available for investment. These symptoms are to be observed in all the great industrial countries. With us the enlargement of the field of investments available for trustees through the admission in 1900 of about three hundred millions of colonial securities has had a great and natural effect on the market in trustee stocks.

There is every reason, thought Sir Felix, to consider the depreciation greatly exaggerated and only temporary, as the recent issues of securities of or guaranteed by the British Government are gradually being absorbed and passing from speculative to permanent holders, while further issues will, it is to be hoped, be on a moderate scale, and the effect of the Sinking Fund must ultimately make itself distinctly felt. A large reduction of floating debt has already taken place, and the Sinking Fund can now be profitably employed in the redemption of the more permanent part of the Government debt, towards which no less a sum than fifteen millions was available during the current financial year, of which only about two millions appear to have been applied during the last three months, so that about thirteen millions can be devoted to the redemption of debt during the next nine months.

One subject not infrequently alluded to at these meetings, and which has lately engaged a good deal of public attention and comment, is that of gold reserves. "It is one which is full of difficulty," said Sir Felix, "in which many interests have to be considered, not only those of the banks themselves or of the Bank of England, but of the public generally, and especially the trading community, and no hasty steps must be taken, which might disturb the legitimate credit system and trading facilities, which the development of modern banking has evolved to the great benefit of our commerce. At the same time I am more confident than ever that a proper solution will be arrived at before long with due acknowledgment of the responsibilities and regard to the interest of all concerned, and I do not think it is too much to say that already the general position in this respect is much improved, and that the urgency of the problem has been far more recognised.

"The indebtedness of the United States to Europe," he added, on another interesting point, "at the present moment is on such a scale that, if in the late autumn and winter the exports of produce from that country should lead to a demand for gold, it will probably be only on a very moderate scale."

"WESTMINSTER" CHAIRMAN'S VIEWS.

At the meeting of this institution Mr. Vincent Wodehouse Yorke also referred to the serious depreciation in securities. Two courses were open to the bank, to write Consols down or open a reserve fund to provide for the depreciation. At first sight the first proposition seemed the best course to adopt, and to the financial purist it was the proper one to adopt. Banks, however, after having written down securities, were not accustomed to write them up again, and he himself would be the last to advocate doing so. Moreover, if they had written Consols down to 83 this might carry with it the impression that the directors valued them at that figure. He could not think that Consols would remain at the present low figures—this was untenable. The report showed how they had provided for the fall by the establishment of a Government Securities Depreciation Account.

One of the shareholders clamoured for increased dividends, but he bored the meeting particularly when he remarked that the fluctuations in Consols were a small matter. He had known them as low as 50 or 60, and up to well over par. Why trouble about such a matter? Why not pay the shareholders high dividends?

A Paris correspondent states that Tin Si Hu, a Chinaman in the service of Mme. Varadesse, the opera singer, wanted to commit suicide, and he tried to do it three times during the past fortnight. He first swallowed arsenic, but an emetic prevented him from dying. Then he took a large dose of opium, but again he was thwarted. He made a third attempt on 24th inst. by throwing himself from the second floor window of Mme. Varadesse's flat. Once more his luck was out, for he fell on the cushions of a passing motor car, and escaped with only a slight injury. He was taken to the police station, where he explained why life had become such a burden to him. "Mme. Varadesse howls too much," he said. "She howls all day long, and I want to die to get out of it." Mme. Varadesse sympathises with Tin Si Hu, and promised to send him back to China.

To-day's Advertisements.

COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be carried out daily from MONDAY, the 26th instant, until FRIDAY, the 30th instant, inclusive; commencing at 7.30 A.M., and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in a Westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.

Hongkong, 21st August, 1907. [769

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia* & *Peninsular*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1907. [2

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of August, at 2 P.M.

All Claims must reach us before the 3rd of September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 22nd August, 1907. [3

MAILS FOR THE FAR EAST.

In reply to Mr. Cox, on the 22nd ult., Mr. Buxton says: 'Letters are sent from the British Postal Agency at Shanghai to this country and *vice versa* by the Trans-Siberian Railway when marked by the senders for transmission by that route. The approximate time of transit from London to Shanghai by the different routes available for the conveyance of mails is as follows:—*via* Siberia, 20 days; *via* Vancouver, 27 or 28 days, according to the season; *via* Suez, 30-35 days; *via* the United States of America, 42-45 days. The cost per pound of the conveyance of letters sent from this country to Shanghai *via* Siberia is estimated at 6s. 8d. For letters sent *via* Suez by French Packet the cost is estimated at 4s. 3d., and in the case of German Packets at 4s. 10d. per pound. I am not in a position to give similar information in regard to letters sent *via* Vancouver or by British Packet *viz* Suez, as both the Packet Companies concerned receive a round subsidy covering the whole of the services performed by them.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/2 7/16
Do. demand	2/2⅜
Do. 4 months' sight	2/2 15/16
France—Bank T.T.	2.78
America—Bank T.T.	53⅜
Germany—Bank T.T.	2.26
India T.T.	164⅜
Do. demand	165⅜
Shanghai—Bank T.T.	72⅜
Singapore T.T.	63 % prem.
Japan—Bank T.T.	107⅜
Java—Bank T.T.	132⅜

Buying

4 months' sight I./C.	2/3⅛
6 months' sight I./C.	2/3⅛
30 days' sight San Francisco & New York	54⅜
4 months' sight do.	55⅛
30 days' sight Sydney and Melbourne	2.3⅛
4 months' sight France	2.84
6 months' sight "	2.86
4 months' sight Germany	2.32⅛
Bar Silver	31 7/16
Bank of England rate	4½ %
Bank of France	3½ %
Sovereigns	$9.08

Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRAND

BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from $750.

Hongkong, 22nd August, 1907. [32

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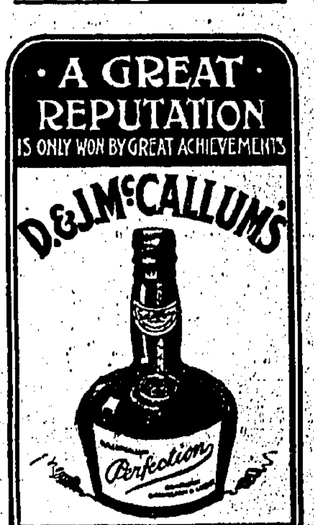
"SCOTCH"

WHEN YOU TASTE IT YOU WILL APPRECIATE THE MANY GOOD QUALITIES OF

"PERFECTION."



"PERFECTION" SCOTCH WHISKY

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That is Why

WHEN ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR.

SOLE AGENTS:

H. PRICE & CO., LD.,
WINE MERCHANTS,
12 Queen's Road Central.

TRY IT WITH

"TANSAN"

PER CASE 12 BOTTLES ... $16.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

Hongkong, 9th August, 1907. [44

Shipping—Steamers.

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Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 14th August, 1907. *Corner Pedder Street and Praya.* [11

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MOJI	*CHUNSANG*	FRIDAY, 23rd Aug., Noon.
SANDAKAN VIA JESSELTON	*MAUSANG* ‡	FRIDAY, 23rd Aug., 4 P.M.
MANILA	*YUENSANG* *	FRIDAY, 23rd Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*NAMSANG* †*	TUESDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	*FOOKSANG* *	THURSDAY, 29th Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	$ 65	$100
Penang "	85	130
Calcutta "	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 21st August, 1907. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMER	TO SAIL.		
HOIHOW and HAIPHONG	"CHIHLI"	23rd Aug.,	daylight.	
NINGPO & SHANGHAI	"LIANGCHOW" †	23rd	"	4 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	26th	"	"
SWATOW & SHANGHAI	"PAKHOI" †	26th	"	"
SWATOW & SHANGHAI	"KIUKIANG" †	26th	"	"
MANILA	"TAMING" *	27th	"	"
CEBU & ILOILO	"KAIFONG"	31st	"	"
SWATOW & SHANGHAI	"SHAOHSING" †	31st	"	"
YOKOHAMA & KOBE	"CHINGTU" *	10th	Sept.	"

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 22nd August, 1907. [7

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
RUBI	2540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 19th August, 1907. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 5th July, 1907. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

159 Ocean Steamers with **912,000** Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA,—HABSBURG,—HOHENSTAUFEN,—SILESIA,—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
RHENANIA ..... 1st Sept.	HABSBURG ..... 4th Sept.
HOHENSTAUFEN ... 1st Oct.	RHENANIA ..... 4th Oct.
SILESIA ..... 2nd Nov.	HOHENSTAUFEN...30th Oct.

Hongkong, 21st August, 1907. [5

TOYO KISEN KAI-SHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS. (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail on
"GLENFARG"*	3,500	THURSDAY, 29th Aug., Noon
"KASATO MARU"	6,100	About Middle of October, 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to
K. MATSDA,
Manager,
York Building.
Hongkong, 20th August, 1907. [15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Tremont†	9,606	T. W. Garlick.	10th Sept.
*Suveric**	—	—	1st Oct.
*Kumeric**	—	—	15th Oct.

* Cargo only.
† Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 6th August, 1907 [12

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [61

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th August, 1907. [726

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.
S.S. "SATSUMA" ..... 7th Sept.
S.S. "SIKH" * ..... 5th Oct.
FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" ..... 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & Co., LIMITED.
Agents.
Hongkong, 21st August 1907 [64

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60

Dr. M. H. CHAUN,
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905 [61

For Sale.

PABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [54

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1898.

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 1907. 100 cts. per $ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	20
" Corned—Ham Ngau Yuk "	20
" Roast—Shiu " " "	20
" Breast—Ngau Lam "	15
" Soup, Tong Yuk "	15
" Steak—Ngau Yuk Pa "	20
" " Sirloin—Ngau Lau "	30
" Sausages,—Ngau Yuk Chaung "	26
Bullock's Brains— " Know..... per set	10
" Tongue fresh—Ngau Li..... each	50
" " corned—Ham Ngau Li..... "	55
" Head—Ngau Tau ..... "	80
" Heart—Ngau Sum .....per lb	12
" Hump, Salt—Ngau Kin..... "	20
" Feet—Ngau Keok .....each	7
" Kidneys—Ngau Yiu..... "	10
Tail—Ngau Mei "	17
" Liver—Ngau Con .....lb	12
" Tripe (undressed)—Ngau To..... "	7
Calves' Head and Feet—Ngau-chai-tau-keok.....set	1.00
Mutton Chop—Yeung Pai Kwat .....lb	24
" Leg—Yeung Pai "	24
" Shoulder—Yeung Shau ..... "	20
Pigs' Chillings—Chi cheong ..... "	24
" Brains—Chi Know.....per set	2
" Feet—Chi Keok..... "	12
" Fry—Chi Chak ..... "	12
" Head—Chi Tau ..... "	12
" Heart—Chi Sum.....each	9
" Kidneys—Chi Yiu .....pair	8
" Liver—Chi Kon .....lb	28
Pork, Chop—Chi Pai Kwat ..... "	21
" Corned—Ham Chu Yuk ..... "	—
" Leg—Chu Pei ..... "	22
" Fat or Lard—Chu Yau ..... "	16
Sheep's Head and Feet—Yeung Tau Kaok .....set	60
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu ..... "	10
" Liver—Yeung Con.....lb	24
Sucking Pigs, To Order—Chu Chai ... "	—
Suet, Beef—Sang Ngau Yau ..... "	16
" Mutton—Sang Yeung Yau ..... "	24
Veal—Ngau Chai Yuk..... "	20
" Sausages—Ngau Chai Yuk Tong. "	20

POULTRY.

Chicken—Kai Chai .....lb	32
Capons, Large, Small—Sin Kai..... "	32
Ducks—Ap..... "	17
Doves—Pau Kau ... .each	15
Eggs, Hen—Kai Tan.....per doz.	—
Fowls, Canton—Kai .....lb	34
" Hainan—Hoi Nam Kai ..... "	30
Geese—Ngo ..... "	24
Geese, Wild Shanghai—Shaung Hoi Ye Ngo ..... pair	$
Musk Deer—Wong Keng .....each	—
Hare—Tu Chai..... "	—
Partridge—Che Khoo ..... "	—
Pheasant—Shan Kai.....pair	—
Pigeons, Canton—Pak Kup ..... each	25
" Hoihow—Hoihow Pak Kup "	20
Quail—Um-Chun ..... "	—
Rice Birds—Wo Fa Cheuk .....dozen	—
Snipe—Sa Chui ..... each	—
Turkeys, Cock—Fo Kai Kung ..... "	60
" Hen— " " Nu ..... "	45
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	—
Wild Ducks Canton—Sang Shing Sui Ap .....per pair	

FISH.

Barbel—Ka Yu .....lb	12
Bream—Bin Yu..... "	14
Canton Fresh Water Fish—Hoi Sin Yu "	14
Carp—Li Yu ..... "	18
Catfish—Chik Yu ..... "	11
Codfish—Mun Yu..... "	14
Crabs—Hai ..... "	16
Cuttle Fish—Muk Yu ..... "	13
Dab—Sa Mang Yu ..... "	14
Dace—Wong Mei Lun ..... "	11
Dog Fish—Tit Tu Sa ..... "	9
Eels, Congor—Hai Man Yu ..... "	14
" Fresh water—Tam Sui Yu ..... "	14
" Yellow—Wong Sin..... "	28
Frogs—Tien Kai ..... "	40
Garoupa—Sek Pan ..... "	52
Gudgeon—Pak Kup Yu ..... "	12
Herrings—Tso Pak ..... "	20
Halibut—Cheung Kwan Yu ..... "	24
Labrus—Wong Fa Yu..... "	18
Loach—Wu Yu..... "	28
Lobsters—Lung Ha ..... "	35
Mackerel—Chi Yu ..... "	12
Monk Fish—Mon Yu ..... "	24
Mullet—Chai Yu ..... "	22
Oysters—Sang Hoo ..... "	20
Parrotfish—Kai Kung Yu ..... "	14
Perch—Tau Loo ..... "	13
Pike—Fa Paw Poong ..... "	9
Plaice—Pan Yu..... "	18
Pomfret, Black—Hak Chong..... "	22
Pomfret, White—Pak Chong..... "	32
Prawns—Ming Ha..... "	48
Ray—Pei Pa Sa ..... "	9
Rock Fish—Sek Kau Kung..... "	15
Roach—Chun Yu ..... "	28
Salmon, (Cton), fresh water—Ma Yau Yu..... "	32
Shark—Sa Yu ..... lb	9
Skate—Po Yu ..... "	10
Shrimps—Ha ..... "	24
Snapper—Lap Yu..... "	22
Soles—Tat Sa Yu..... "	26
Tench—Wan Yu ..... "	18
Turbot—Cho How Yu..... "	80
Turtles, small, fresh water—Keok Yu... "	60
White Bait—Ngan Yu Chai..... "	—

FRUITS.

Almond—Hung Yan.....lb	18
Apples, (California)—Kam San Ping Ko..... "	22½
" (Chefoo)—Tin Chun Ping Ko..... "	12
" Small—Hoi Tong..... "	8
" Custard—Fan Lai Chi.....each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu .....lb	3
" (brides), Macao—San Heung Chiu "	6
Chestnuts, Chinese—Foong Lut..... "	—
Carambola—Yeung Tou ..... "	8
Cocoanuts—Yeh Tsz .....each	10
Grapes—Sin Tai Tsz.....lb	—
Lemons, China—Ning Moong..... "	8
" Amer.—Kum San Ning Moong "	4
Lichees, Small Stone—Lai Chi Con..... "	—
" Fresh, Lai Chi ..... "	—
Limes, (Saigon)—Sai Kung Ning Moong .....each	8
Mango, Manila—Lui Sung Mong..... "	—
Mango, Saigon—Sai Kung Moong ..... "	—
Mangosteens, San Chuk Tsz ..... doz.	—
Oranges, (American)—Kam San Tim Chang .....lb	—
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut ..... "	—
Olives—Pak Lam .....lb	8
Passion Fruit ..... each	—
Pears, (American)—Kam San Shut Li lb	—
" (Canton), Cooking—Sa Li ..... "	8
" (Shanghai)—Sheung Hoi Li ... "	18
Peanuts,—Fa Sang ..... "	10
Persimmons, Large,—Hung Chie.....	15
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
" 2nd cooking—Chung-tang Paw-law ..... "	8
Plantains—Tai Chiu .....lb	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau .....each	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	16
Shanghai Lo Kwat .....lb	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	—
Beans, (French) Macao—Oh Moon Pin Tau	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Choi.....	4
Beans, Long—Tau Kok	8
Beet Root—Hung Chui Tau..... each	2
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi.....	4
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy.....	4
Cabbage Root—Kai Lan Tau .....each	2
Cabbage, (Shanghai)—Yeh Choi ..... "	16
Cane Shoots, bunch—Kau Shun ..... "	—
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	4
Celery, English—Yeung Kan Choi	8
Celery, White—Pak Yeung Kan Choi...	—
Chillies, Dried—Con Lai Chiu	8
" Red—Hung Fa "	8
" Green—Cheng Lai Chiu ..... "	7
Curry Stuff, English—Ka Lee Choi Liu	—
Cucumbers—Chang Kwa	2
Bitter Squash—Fu Kwa	6
Garlic—Suen Tau.....	8
Ginger, young—Sun Tsz Keung	7
" old—Lo Keung	7
Horse Radish, Shanghai—Lik Kan ..lb	25
Indian Corn—Suk Mai .....piece	4
Lettuce—Yeung Sang Choi .....each	1
Water Chesnuts—Ma Tai ..... "	8
" Mandarin—Kwei Lum Ma Tai "	8
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho.....	—
Onions, Bombay—Yeung Chung Tau ...	6
" Green—Sang Chung.....	4
" Shai—Sheung Hoi Chung Tau	6
" Japan—Yat Poon " "	—
Okroes—Mo Ker	—
Parsley, English—Yeung Un Sai ..... lb	5
Gradus Pea	—
Green Peas—Cheng Tau.....	—
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu Tsai	3
" Japan—Yat Poon Shu Tsai ...	3
" American—Fa Ki " " ...	—
" Foochow—Fuk Chiu Shu Tsai	3
" Macao—Oh Moon " " ...	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tsai.....dozen	—
Rhubarb.....	—
Shalots—Con Chung Tau	8
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	4
Tomatoes—Fan Ker.....	6
Taros—Wu Tau	5
Turnips, Pun-li (Long)—Low Pak	4
" English—Yeung Low Pak..piece	—
Vegetable Marrow—Chit Kwa	3
Water Cresses—Sai Yeung Choi	10
" Caltrops—Lan Kok.....lb	—
" Lily Roots—Lin Ngan ..... "	5
Yams—Tai Shu.....	3
Sago .....per bundle	—

C. W. BRETT,
Inspector of Markets.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

Shipping.

Arrivals

Agamemnon, Br. s.s., 7,[illegible], D. Robinson, 21st Aug.,—Liverpool 14th July, and Singapore 15th Aug., Gen.—B. & S.

Liangchow, Br. s.s., 1,229, Harder, 21st Aug., —Amoy 20th Aug., Ballast.—B. & S.

Chinkiang, Br. s.s., 1,20[illegible], F. Robertson, 21st Aug.,—Saigon 17th Aug., Rice.—B. & S.

Skramstad, Nor. s.s., 860, O. Hanssen, 21st Aug.,—Saigon 17th Aug., Rice.—Aagaard, Thoresen & Co.

Malta, Br. s.s., 3,899, R. A. Peters, 22nd Aug., —Iloilo 16th Aug., and Singapore 17th, Mails and Gen.—P. & O. S. N. Co.

Prinz Sigismund, Ger. s.s., 3, 02, D. Lenz, 22nd Aug.,—Sydney 13th July, and Manila 17th Aug., Gen.—M. & Co.

Sanuki Maru, Jap. s.s., 3,78[illegible], S. J. C. Parson, 22nd Aug.,—London 13th July, and Singapore 16th Aug., Gen.—B. & S.

Hong Wan I, Br. s.s., 2,06[illegible], J. L. Kinghorn, 22nd Aug.,—Singapore 16th Aug., Gen.—Chinese.

Arcadia, Br. s.s., 3,614 [illegible], Valentin, 22nd Aug.,—Shanghai 20th Aug., Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour.

Tingsang, for Tourane.
Chihli, for Hoihow.
Rajah for Bangkok.
Harbart, for Moji.
Malda for Shanghai.
Taihow, for Ichang.
Norman Isles, for Newcastle.
Chunsang for Moji.
Hitmang, for Kuchinotzu.
Toiyo, for Bangkok.
Catherine Apcar, for Singapore.
Mausang, for Jesselton.

Departures

Aug. 22.

Lougtor, for Shanghai.
Taki Maru, for Moji.
Harbart, for Japan.
Taiksan Maru, for Kutchinotzu.
Catherine Apcar, for Calcutta.
Tinhow, for Tientsin.

Passengers arrived:

Per *Prinz Sigismund*, from Brisbane—Mr. R. A. Lowry. From New Guinea—Messrs. Hansche, Albrecht, Ulinski, van Denen, and Miss Hansche. From Manila—Mrs. McCullough, Mr. and Mrs. A. W. Fergusson, and Mr. A. R. Fergusson.

Per *Malta*, for Hongkong from London—Messrs. E. P. Flood, A. E. Wright and W. Waite. From Marseilles—Messrs. C. T. Broxup, H. Bicket and A. H. Cobb. From Brindisi—Mr. Dunlop. From Singapore—Messrs. W. F. Oldham, Wendes, Passos, and 2 Stampers. For Shanghai from London—Messrs. H. W. Booker, A. Taylor, Mr. and Mrs. McKie, child and infant, Mr. P. French, Mr. and Mrs. E. Downes, and Miss Hadfield. From Singapore—Mr. C. G. Hannen. For Kobe from Bombay—Mr. K. Hashimoto. For Yokohama from Marseilles—Mr. F. Kulka.

Per *Sanuki Maru*, from London, &c. for Hongkong—Messrs. John Ross Suiter, J. W. Bolles, J. H. Bulmer Mr. and Mrs Choo Lia Peng and 2 children, Messrs. Y. Ka Hi, Choo Chee Yeng, Mr. and Mr. Lee Ah Soo, Messrs. M. Fukuda, W. Mathes Silva, Mrs. Magic Nona and child. For Kobe—Mr. [illegible] Godda'd, Miss A. Borthestles, Major R. Ford Dro Mrs. C. Okomoto, Y Hon o and C. Yamada. For Yokohama—Mr. and Mrs. S. Kusikabe and 3 children, Mr. and Mrs. M Kibe, Mr. S. Yamakishi, Mr. and Mrs. K. Yoshida, Mr. T. Tasaki, Miss Anderson, and Mrs. C. Ochiai.

Per *Arcadia*, from Shanghai for Marseilles—Hon. and Mrs. Coleaux. For Bombay—Mr D. G. Gusder. For Calcutta—Mr. M. R. Solomon. For Singapore—Mrs. W. H. Graham, Mr. Chuan Oh Kee and native servant, Madam Lie and native servant, Mr. G. P. Stubbs and native servant. For Hongkong—Capt. Dr. Oyley. From Yokohama for Marseilles—Mr. A. Johnson. For London—Rev. and Mrs. Ackworth, Mr. C. Ackworth, Miss Mitchell, and Mr. R George.

Shipping Reports

Str. *Chinkiang*, from Saigon:—Light North Westerly winds and fine weather, slight N.E. swell.

VESSELS IN PORT.

STEAMERS.

Aikoku Maru, Jap. s.s., 2,46[illegible], T. Yoshihara, 19th Aug.,—Moji 12th Aug., Coals.—M. B. K.

America Maru, Jap. s.s. 3,460, Philip H. Going, 19th Aug.,—San Francisco 18th July, and Manila 16th Aug., Mails and Gen.—T. K. K.

Andrée Rickmers, Ger. s.s., 4,173, Bär, 18th Aug.,—Moji 12th Aug., Coal.—Order.

Anghin, Ger. s.s., 1,16[illegible], Chr. Lümpel, 20th Aug.,—Bangkok 9th Aug., Rice and Teak.—B. & S.

Changchow, Br. s.s., 1,828, H. Walker, 17th Aug.,—Saigon 13th Aug., Rice.—B. & S.

Chihli, Br. s.s., 1,150, J. Warrack, 21st Aug.,—Haiphong 16th Aug., Pakhoi 18th, and Hoihow 20th, Gen.—B. & S.

Chiyuen, Ch. s.s., 1,177, C. Stewart, 21th Aug., —Canton 19th Aug., Gen.—C. M. S. N. Co.

Chunsang, Br. s.s., 1,417, D. A. King, 12th Aug.,—Saigon 7th Aug., Rice.—J., M. & Co.

Derwent, Br. s.s., 1,562, J. Jenkins, 16th Aug., —Swatow 5th Aug., Ballast.—Man. Fat & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 12th July,—Vancouver 6th July, and Shanghai 23th, Mails and Gen. —C. P. R. Co.

Glenfarg, Br. s.s., 2,35[illegible], H. W. L. Holman, 16th Aug.,—Kobe 14th Aug., Gen.—T. K. K.

Haitan, Br. s.s., 1,183, J. S. Roach, 20th Aug., —Foochow 17th Aug., Amoy 18th, and Swatow 19th, Gen.—D., L. & Co.

Helmdal, Nor. s.s., 762, F. Johnsen, 12th Aug., —Saigon 7th Aug., Rice.—Aagaard, Thoresen & Co.

Hinsang, Br. s.s., 1,536, A. G. Smith, 18th Aug.,—Kuchinotzu 13th Aug., Coal.—J., M. & Co.

Joshin Maru, Jap. s.s., 7[illegible]2, H. S. Smith, 21st Aug.,—Tamsui 18th Aug., Gen.—O. S. K.

Kanchow, Br. s.s., 1,21[illegible], McIntosh, 21st Aug., —Hongay 17th Aug., Coal.—B. & S.

Kjeld, Nor. s.s., Hellsoe, 16th Aug.,—Moji 9th Aug., Coal.—Order.

Kohsichang, Ger. s.s., 1,100, C. Rosiefsky, 19th Aug.,—Kohsichang 13th Aug., Rice and Timber.—Windsor & Co.

Machew, Ger. s.s., 996, R. G. Zöllner, 21st Aug.,—Swatow 17th Aug., Rice and Wood. —B. & S.

Mausang, Br. s.s., 1,644, R. Houghton, 9th Aug.,—Sandakan 4th Aug., Timber.—J., M. & Co.

Mercedes, Br. s.s., 496, J. S. McGregor, 19th Aug.,—Hakodate 10th Aug., Ballast.—Admiralty.

Nanchang, Br. s.s., 1,64[illegible], G. MacKenzie, 21st Aug.,—Canton 20th Aug., Gen.—B. & S.

Nikkai Maru, Jap. s.s., 1,144, W. Nakagawa, 15th Aug.,—Hongay 12th Aug., Coal.—Mr. Buns.

Pheun Penh, Fr. s.s., 1,625, J. H. Scott, 15th Aug.,—Saigon 11th Aug., Rice and Meal. —Wo Fat Sing.

Phuyen, Fr. s.s., 1,249, Bouisson, 31st July,—Saigon 26th July, Rice.—B. & Co.

Prometheus, Nor. s.s., 1,021, O. Cornelenssen, 18th Aug.,—Bangkok 8th Aug., Rice.—N. Y. K.

Quanta, Ger. s.s., 1,145, H. Madsen, 16th Aug., —Java Ports 7th Aug., Sugar.—J. C. J. L.

Rajah, Ger. s.s., 2[illegible]8, R. Petersen, 14th Aug., —Bangkok 7th Aug., Rice and Timber.—B. & S.

Rubi, Br. s.s., 1,626, R. W. Almond, 19th Aug., —Manila 17th Aug., Gen.—S., T. & Co.

Iberia, Am. s.s., 5,655, A. Zeeder, 21st Aug., —San Francisco 25th July, and Shanghai 8th Aug., Mails and Gen.—P. M. S. S. Co.

Tingsang, Br. s.s., 1,200, E. M. Reynolds, 15th Aug.,—Saigon 11th Aug., Rice.—J., M. & Co.

Tjilwong, Dut. s.s., 3,061, N. van Wych Jurriaans, 18th Aug.,—Macassar 9th Aug., Geo. and Sugar.—J. C. J. L.

Tolv, Nor. s.s., 40[illegible] E. Jacobsen, 16th Aug.,—Bangkok 7th Aug., Rice.—Wallem & Co.

Victoria, Swed. s.s., 1,1[illegible]0, J. A. Hellberg, 4th Aug.,—Java 25th July, Sugar.—Aagaard, Thoresen & Co.

Yuensang, Br. s.s., 1,28, T. Meyrick, 20th Aug.,—Manila 17th Aug., Gen.—J., M. & Co.

SAILING VESSELS.

King George, Br. ship, 2,57, J. C. White, 21st July,—Swatow 5th July, Ballast.—S. O. Co.

Lyndhurst, Br. 4-masted ship, 2,50[illegible], Parnell, 26th July,—Kobe 1st June, Ballast.—S. O. Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS

Vigilante ... ... at Kowloon Dock
Hercules ... ... " "
Glenfarg, ... " "

The Ships Passed Canst.

23rd July—*Prinz Eitel Friedrich, Devanha, Hydra*. 26th July—*Agamemnon, Lennox, Nubia, Indravelli, Sanuki Maru Tourane, Bras lea*. 30th July—*Glenavon, Hirshire, Longsor, Hitachi Maru, Rron, Segovia, Sikh, Braunfels, Norman Prince, Whitecrois*. 2nd August—*Orkl, Achilles, Antenor, Sydney, Liberia*. 6th Aug.—*Benvenue, Bracmar Manila, Prinz Heinrich, Ocansen, Phenaria, Hyson*. 9th August—*Myrmidon, Australien, Tara, Menelaus, St. Domingo, Tomba Maru*. 9th August—*Persia*. 13th August—*Frankby, Indrasinha Oinfa, Oopack, Cardiganshire, Christiania, Preussen, Kanagawa Maru, Ratho*. 16th August—*Borneo, Ernest Simons, Tydeus, Belgravia*. 20th August—*Benmohr, Syria, Breconshire, Ulysses*.

Arrivals at Home—12th July—*Formosa*. 16th July—*Gneisenau, Hohenstaufen*. 18th July—*Poona, Nora*. 23rd July—*Benmohr, Kamakura Maru, Montrose*. 25th July—*Malacca*. 26th July—*Scharnhorst, Australien, Prometheus, Erroll*. 30th July—*Glenearn, Trisk*. 2nd August—*Indramayo, Indrani*. 6th August—*Glenlogan, Roon, Hitachi Maru*. 7th August—*Devanha*. 9th August—*Nubia*. 13th August—*Glenavon, Segovia, Shimosa*. 16th August—*Flintshire, Achilles*. 20th August—*Preussen, Kanagawa Maru, Benledi, Hyson, Lennox*.

CHINA COAST METEOROLOGICAL REGISTER.

August 21st, 1907, a.m.

		Bar.	Th.	Hu.	Wind	W.	
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	30.01	—	—	NE	2	—
Hakodate	"	29.97	—	—	—	0	—
Tokio	"	29.99	—	—	NW	2	—
Kochi	"	29.88	—	—	SW	2	—
Nagasaki	"	29.84	—	—	NE	2	—
Kagoshima	"	29.80	—	—	NE	4	—
O-hima	"	29.69	—	—	NE	4	—
Naha	"	29.65	—	—	NE	4	—
Ishigakijima	"	29.70	—	—	NE	4	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	29.78	86	68	SE	2	c
Gutzlaff	"	29.78	86	84	ESE	1	bm
Sharp Peak	"	29.69	86	83	ENE	4	b
Amoy	6 a.m.	29.65	85	76	ENE	4	b
Swatow	"	—	—	—	—	—	—
Taihoku	6 a.m.	29.65	—	—	E	4	—
Taichu	"	29.62	—	—	—	0	—
Tainan	"	29.61	—	—	E	2	—
Koshun	"	29.60	—	—	NE	8	—
Pescadores	"	29.58	—	—	—	0	—
Canton	9 a.m.	29.72	85	79	E	1	c
Hongkong	10 a.m.	29.69	87	61	SE	2	b
Victoria Peak	"	—	—	—	E	2	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.71	85	—	—	0	0
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29.54	79	—	SW	1	c
Manila	10 a.m.	29.61	79	92	SW	3	q
Legaspi	6 a.m.	29.68	79	—	SW	1	o
Bacolod	9 a.m.	—	—	—	WSW	1	op
Iloilo	"	29.76	83	—	SW	5	o
Cebu	"	29.79	83	—	S	4	o
Labuan	"	29.84	84	—	—	—	—

August 22nd, 1907, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	30.01	—	—	NE	2	—
Hakodate	"	29.93	—	—	E	6	—
Tokio	"	29.87	—	—	NW	4	—
Kochi	"	29.72	—	—	SW	2	—
Nagasaki	"	29.68	—	—	—	0	—
Kagoshima	"	29.64	—	—	E	6	—
Oshima	"	29.53	—	—	N	6	—
Naha	"	29.54	—	—	NE	4	—
Ishigakijima	"	29.58	—	—	N	7	—
Chefoo	6 a.m.	29.71	74	90	NW	2	o
Weihaiwei	9 a.m.	29.71	76	—	NW	2	o
Hankow	6 a.m.	29.79	81	87	NNW	2	bl
Kiukiang	"	29.72	83	83	NE	1	b
Shanghai	9 a.m.	29.69	86	68	SSE	1	c
Gutzlaff	"	29.68	85	76	SE	1	bvm
Sharp Peak	"	29.64	84	83	NNE	3	b
Amoy	6 a.m.	29.68	85	76	NE	3	c
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.61	—	—	E	2	—
Taichu	"	29.57	—	—	E	2	—
Tainan	"	29.56	—	—	NE	2	—
Koshun	"	29.54	—	—	NE	8	—
Pescadores	"	29.53	—	—	NE	4	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	29.66	85	73	W	2	c
Victoria Peak	"	—	—	—	NW	2	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.68	85	—	N	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29.45	77	—	S	1	o
Manila	10 a.m.	29.61	32	85	SW	5	o
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SSW	1	op
Iloilo	"	29.76	81	—	SW	5	o
Cebu	"	29.79	84	—	S	4	o
Labuan	"	29.85	77	—	—	—	—

Steamers Expected.

Vessels	From	Agents	Due
Borneo	Sandakan	M. & Co.	Aug. 23
Siak	Singapore	D. & Co., Ld.	Aug. 24
Emp. of China	Shanghai	C. P. R. Co.	Aug. 25
Liberia	Singapore	H. A. L.	Aug. 25
Isdravelli	Singapore	S., T. & Co.	Aug. 26
Kumsang	Singapore	J., M. & Co.	Aug. 26
Socotra	Singapore	P. & O. Co.	Aug. 26
P. R. Luitpold	Japan	M. & Co.	Aug. 27
Prinz Heinrich	Singapore	M. & Co.	Aug. 27
China	Japan	P. M. Co.	Aug. 28
Alesia	Japan	P. & A. Co.	Aug. 28

Post Office.

A Mail will close for:—

Shanghai—Per *Malda*, 23rd Aug., 9 A.M.
Moji—Per *Chunsang*, 23rd Aug., 11 A.M.
Bangkok—Per *Tolv*, 23rd Aug., 11 A.M.
Swatow, Amoy and Foochow—Per *Haitan*, 23rd Aug., NOON.
Macao—Per *Sui Tai*, 23rd Aug., 1.15 P.M.
Manila—Per *Yuensang*, 23rd Aug., 3 P.M.
Ningpo and Shanghai—Per *Liangchow*, 23rd Aug., 3 P.M.
Jesselton and Sandakan—Per *Mausang*, 23rd Aug., 3 P.M.
Shanghai, Moji, Kobe and Yokohama—Per *Tjilwong* 23rd Aug., 3 P.M.
Kobe and Yokohama—Per *Sanuki Maru*, 23rd Aug., 4 P.M.
Amoy—Per *Hongwan J*, 23rd Aug., 5 P.M.
Hoihow and Haiphong—Per *Malhilda*, 23rd Aug., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 24th Aug., 10 A.M.
Manila—Per *Rubi*, 24th Aug., 10 A.M.
Europe, &c., India, [illegible]—Per *Arcadia*, 24th Aug., 11 A.M.
Macao—Per *Sui Tai*, 24th Aug., 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai—Per *Shinku Maru*, 25th Aug., 9 A.M.
Swatow, Amoy and Tamsui—Per *Joshin Maru*, 25th Aug., 9 A.M.
Swatow and Shanghai—Per *Pakhoi*, 26th Aug., 3 P.M.
Swatow and Shanghai—Per *Kiukiang*, 6th Aug., 3 P.M.

VISITORS AT THE HOTELS.

OCCIDENTAL.

Brown, Mr. W. S.
Capell, Mr. and Mrs. I. R. and 2 children
Farrow, Mr. and Mrs. J. L.
Gow, W.
Gow, Mrs. W. and 2 children
Lowe, T. C.
Munro, Miss A.
Pellen, Mr.
Piper, C.
Simpson, Mr. and Mrs T. K.
Simpson, Mrs W. M and child
Tabot, D.
Thomas, Lt.-Comdr. L.
Whyte, Mr. and Mrs. R and child

HONGKONG.

Abraham, E. S.
Adams, P. R.
André, B.
Andrew, J. I.
Backhouse, J.
Battiscombe, H. G.
Beattie, R. B.
Bisset, Mr. & Mrs. S.
Risney, Miss
Blackmore, F. W. G.
Blunn, A. B.
Bonnet, F.
Booker, H. W.
Brayfield, T.
Bye, A. Vander Doss de
Carpenter, E. W.
Carter, A.
Cheshire, F. D.
Chinchen, S. J.
Colvin, H. E.
Cruickshank, A.
Cruickshank, J.
Deane, T. P.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dufour, H.
Dunrich, A. E.
Einstmann, W.
Fairchild, H. J.
Farmer, F. M.
Fisher, H. G.
Franklin, C. B.
Franklin, G. G.
Frost, B. L.
Fuller, Stuart J.
Gray, Mrs. L. & infant
Gregory, A.
Griffith, Major E. W.
Gubbay, Y. A.
Hall, Capt. T.
Hannan, C. G.
Hanron, J.
Hewett, Hon. Mr. E. A.
Howard, E.
Howell, D. B.
Hughes, R. M.
Hunter, R.
Innes, Capt. R.
Jack, Mrs. C. M.
Jenkins, Mr. and Mrs. N. W.
Jokl, J. P. F.
Joseph, Mr. and Mrs.
Joseph, M. R.
Joughin, J. C.
Kaisch, E. A.
Knight, W. B.
Kunzi, P.
Laing, A. H.
Linton, P.
Logan, W.
Logan, Mrs. W.
Lühring, E.
Malden, G. F.
Marriott, Dr. O.
Martin, C.
Meek, T.
McIntosh, G. C.
Moore, Dr. and Mrs. W. B. A.
Newborn, R. H.
Osbor[illegible], L.
Paine, A. E.
Peake, W.
Pirnell, W.
Pfordten, A. R. Von der
Powell, W. A.
Preshaw, C. M.
Pugh, A. J.
Pumfrett, A. J.
Purcell, J. L.
Ray, E. H.
Rogers, G. W.
Smith, Miss A. G.
Spittles, J. S.
Spurge, H. S.
Stebbing, W. T.
Stevens, Rev. A.
Thompson, Miss H. M.
Thompson, Mrs. M. L.
Toledano, Th.
Topless, H. J.
Tricker, C. H.
Walker, W. B.
Williams, J. T. L.
Wishart, J. B.
Wishart, L. J.
Woods, J. D.
Wright, R. J. L.
Young, A. H.

CONNAUGHT.

Bains, J. W.
B'unck, Mr. and Miss
Chokler, A.
Dietrich, J.
Fallock, H. C.
Fl k, Pit
Graw, E. W.
Greenwald, Louis
Herbert, C
Jones, D. W.
Lee Chuk Shing
McClure, J. A.
McClure W. G.
Mansion, W. J.
Paterson, J. B.
Pearson, R. W.
Souza, Dr. E. L.
Young, J. D.

KOWLOON.

Andersen, H.
Francisco, Luraschi
Grainger, Capt.
Hanson, P.
Harding, Reginald
Hunt, E.
Kelling, C.
Lowser, O.
Oilbrecht, Mr.
Robertson, Mrs.
Rudolph, K.
Tanner, Paul
Witzulnesky, R.

KING EDWARD.

Addie, Miss
Almond, Capt. & Mrs. Russell
Bates, Mr. and Mrs. C.
Blanke, Dr. Med.
Bramley, Harry
Corse, Jr., G. H.
Ehrtardt, Capt.
Gee, A. H.
Gibbs, A. D.
Harman, Mr. and Mrs. S.
Hemrick, A.
Jackson, Mrs. & child
Jones, H. A.
Joseph, J. E.
Lloyd, Geo. T.
Loyal, Dr.
Macleod, A.
Nicholson, D. M.
Newson, Mr. and Mrs and child
Passmore, Mrs. W. C.
Peacock, Miss Annie
Peterman, H.
Schiddewolf, Mr. and Mrs.
Siebert, Dr.
Silverstone, Mr. & Mrs.
Silverstone, Arthur H.
Silverstone, M. L.
Silverstone, M. S.
Stevenson, D. V.
Stephenson, Miss M.
Story, G. F.

PEAK.

Belson, Mrs
Blair, Mr. and Mrs. D. K.
Bonham, Capt.
Broadwood, C.B., H.E. Major General K. G.
Carruthers, E. S.
Chalmers, J. H.
Clegg, Eng, Lt. and Mrs.
Cochrane, Mr.
Darling, Col.
Davies, Hon. W. Rees
Ede, Mr. and Mrs.
Eissler, M.
Elliott, Mr. and Mrs.
Ellis, A.
Ellis, Mr. and Mrs.
Ellis, Mr. & Mrs. S. H.
Fischer, R.
Fraser, Mr.
Fremantle, Lt.-Comdr. and Mrs.
Fuchs, Mr.
Galbraithe, Mr
Gelsthrope, Mr.
Gibson, Mr.
Grove, Mr.
Hancock, Mr.
Harding, Mr. and Mrs.
Haron, J.
Hateland, F. A.
Hell, P.
Hockaday, W. T.
Kent, R.A., Col.
Leverett, Mr.
Mackenzie, A.
Major, Mr. and Mrs.
Martin, R.
Marshall, Mr.
Mast, E.
McCoffery, Mr. & Mrs.
McIsaac, Mrs.
Mitchell, R.
Moss, D. K.
Osborne, Mr. and Mrs.
Pasquet, Madame
Pereira, Consul & Mrs.
Perkins, Mr. and Mrs.
Reid, Lieut.-Col.
Rissland, Mr. & Mrs.
Ross, Major R. J.
Russell, Mr. and Mrs.
Sayer, G. W.
Sinclair, A.
Smith, A. Findlay
Synnot, Capt. A. Hart
Vipan, Mrs. and Miss
Watkins, Mr. and Mrs.
Wilder, A. P.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Bent, Mrs. H.
Bonnar, Mr. and Mrs. J. W. C.
Child, Rev. & Mrs. F.
Clothier, Mr. and Mrs. H. W.
Darton, F. H.
Denison, Misses (2)
Gittins, A.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Crowther
Smith, Mr. and Mrs. Grant
Smith, Percy

	Aug. at 10 a.m.	Aug. at 4 p.m.
Barometer	29.69	29.60
Temperature	87	86
Humidity	61	62
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Algerine	despatch-vessel	700	4	3,000	Commander E. La T. Leatham	Japan
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Japan
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson.	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	en route Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Japan
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Japan
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Japan
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. A. Fremantle	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Japan
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Japan
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree.	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Penang
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan.	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Japan
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott.	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander S. H. Tennyson	Yangtsze
Tabu	torpedo boat destroyer	250	6	6,500	Boin. W. Strath	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Shanghai
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Japan
Waterwitch	surveying ship	620	4	650	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. B. Cox	Japan
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,721	8	1,600	Lieut. Fauré	Saigon
Adour	receiving-ship	—	—	—	Lieut. Du Merle	Haiphong
Alger	2nd class cruiser	4,320	20	8,000	Commander Fournier	Chefoo
Alouette	torpedo-depot	506	—	400	Commander Kéribuel	Saigon
Argus	river gunboat	180	6	1,150	Lieut. Audouard	Si-kiang (Canton)
Bruix	armoured cruiser	4,811	16	8,700	Captain Rochas	Chefoo
Décidée	gunboat	647	12	900	Lieut. Le Blanc	Yi'se kiang (S'hai)
D'Entrecasteaux †	1st class cruiser	8,123	26	14,500	Capt. Tracou	Chefoo
Esturgeon	sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	destroyer	303	7	7,000	Lieut. Thierry	Saigon
Henri Rivière	river gunboat	141	5	160	Lieut. Mehs	Haiphong
Kersaint †	3rd class cruiser	1,297	13	2,200	Commander Jaime	Saigon
Lynx	sub-marine	—	—	—	Lieut. Guesnel	Saigon
Manche	surveying-ship	1,512	10	800	Commander Ragot de la Touche	Saigon
Mousquet	destroyer	303	7	7000	Commander De la Roche Karandraon.	Saigon
Olry	river gunboat	165	6	500	Lieut. Doe de Maindreville	Yi'se-king T'king
Pelho	river gunboat	130	3	280	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Saigon
Pistolet	destroyer	303	7	7,000	Commander Montenol	Hongay
Protée	sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable *	battleship, reserve	9,330	30	6,500	Capt. Passerat de Silans	Saigon
Styx	armoured gunboat	1,721	8	1,600	Lieut. Seriot	Saigon
Takiang	steam-launch	—	—	—	(Amene Olry)	Upper Yangtze
Vauban	torpedo-depot	—	—	—	Commander Montenol	Hongay
Vétéran	torpedo-depot	—	—	—	Lieut. Bihel	Cap Saint-Jacques
Vigilante	river gunboat	182	6	1,150	Lieut. Devarenne	Hongkong
Vipère	Gunboats.	475	—	—	Reserve.	Saigon
Lion	...	500	—	—	...	...
Comète	...	473	—	—	...	...
Baïonnette	...	170	—	—	...	...
Bouclier	...	140	—	—	...	...
Coronade	...	184	—	—	...	...
Cimeterre	...	140	—	—	...	...
Estoc	...	141	—	—	...	Haiphong
Tacquin	...	200	—	—	...	...

* Flagship of Rear-Admiral Boisse, Commander-in-Chief.
† At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.

(*) Flagship of Rear Admiral de Marolles, Commanding the naval defence of Indo-China.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—*Telegraph*, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 / $11,750,000 / $250,000	$1,797,167	£1.15/- for 1 year ending 30.6.07 @ ex 2/2 3/16 $16.04	4½ %	[new issue $645 buyers ex $505 b. n. issue London £80 ex new issue London £61.10/- n. issue first call
Do. (new)	40,000	$125	$62½					
National Bank of China, Limited	99,925	£7	£6	£12,735 / $300,000	$71,273	$2 (London 3/6 for 1906)	...	$58
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$150	$1,675,000 / $200,000	$233,638	$20 for 1905	7½ %	$270
North China Insurance Company, Limited	10,000	£15	£5	£10,000 / Tls. 100,000 / Tls. 50,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11 16 per tael	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £70,000 / $456,407 / £125,137.15/- / $8 7,628	1,460.4 0	Final of $12 making $42 for 1905 and interim of $30 for 1906	5½ %	$775 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$50	$8 0,000 / $136,787 / $15,527	1,461,467	1 for year ending 31.12. 5	6½ %	$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $320,449 / 17,616	$362,980	$1 and bonus $2 for 1905	9½ %	$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12½ %	$315 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	1 per cent for 1906	6½ %	$15 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $93,562	Nil.	$2½ for year ended 30.6.1906	6 %	$41
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $550,000 / 86,989	27,101	$1 for 1st half-year ending 30.6.07	7½ %	$28 sellers
Indo-China Steam Navigation Co., Ld. (Preferred)	10,000	£5	£5	£63,000	£3,694	5 % for 1906 @ ex 2/2½ = $2.14 per share	3½ %	{$39 $28
Do. do. (Deferred)	6,000			£270,000				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	11½ %	{Tls. 45 sellers Tls. 48 buyers
Do. (Preference)	100,000			£40,000 / £1,871	172,379	Interim of 1/- (Coupon No. 8 for a/c 1907	10½ %	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	$65,000 / $32,957	1137	$1.00 / $0.50 for year ending 30.4.1907	4½ % / 3½ %	44/-
"Star" Ferry Company, Limited	10,000	$10	$10	Tls. 98,000				$23
	10,000	$10	$5	Tls. 419,479				$13
Tuke Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 62,000 / Tls. 83,200 / Tls. 30,600	8 730	Final on Tls. 2 making Tls. 6 for 1906	11½ %	Tls. 52 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	9,218	$8 for year ending 31.12.06	8 %	$100
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1907	...	$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4½ %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£110,000 / £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15½ sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	£11 358	No. 12 of 1/-=48 cents	...	$61 buyers
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	64,124	$10,335	$1.75 for year ending 31.12.06	10½ %	$17 sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	50	$60,000 / $23,152 / $30,000	$3,047	Interim of $2 for six months ending June 30th 1907	5½ %	70 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 / $50,000	$491,580	$4 for 1st half-year ending June 30th, 1907	8 %	$99 b. ex div.
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	3½ %	Tls. 80 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 100,000 / Tls. 190,100 / Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8½ %	Tls. 221 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	75,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$8,418	$3 for year ended 30.6.1906	11½ %	$26½
Central Stores, Limited	50,123	$15	$15	$1,000	19,178	$1.80 for 1906	12 %	$14½
Hongkong Hotel Company, Limited	12,000	$50	$50	$14,075 / $26,075	1371	$5 for second half-year making $10 for 1906	10 %	$100 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	$98
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 / $50,000	$11,567	80 cents for 1906	7½ %	$10½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$2,089	$2½ for 1906	6½ %	$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 / Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7½ %	Tls. 102 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	148
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15½ %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$110,000	$21,660	$1½ for the year ending 31.7.06	11½ %	$11 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11½ %	Tls. 53
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8½ %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	16 %	Tls. 310 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$6½
Campbell, Moore & Co., Limited	1,200	$10	$10	10,000	653	$3 for 1905	...	$20 sellers
China-Borneo Company, Limited	10,000	$12	$12	none	Nil.	$1 for 1904	...	$9½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 62 buyers
China Light and Power Company, Limited	10,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	$5 buyers
Do. Do. special shares	* 50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	$855	80 cents for 1906	9 %	$9
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.30 for year ending 31.7.1906	8½ %	$16 buyers
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	9 %	$11 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	15,002	$2½ for year ending 28.2.07	11 %	$22 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	1 per share for year ending 28.2.07	7½ %	$14 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for 1 year ending June 30th '07	9½ %	$241
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	Interim of 80 cents per share for a/c 1907	8½ %	$22½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 10,374	Second interim div. of Tls. 7½ for a/c 1907	9½ %	Tls. 312½ buyers
Peak Tramways Company, Limited	25,000	$10	$10	none	$2,655	$1 per sh. or period fr 1 m 19th Oct. to 30th Apr. '07	8½ %	{$11½ $14 buyers
Peak Tramways Company (new)	50,000	$10	$1					$5 buyers
Philippine Company, Limited	67,500	$100	$10		Dr. P. 34,324	None	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,999	Interim of Tls. 3½ for account 1907	7½ %	Tls. 110
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 40 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 / Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	13½ %	Tls. 75 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 50,000	Tls. 7 843	Final of Tls. 6 making Tls. 10 for 1906	8½ %	Tls. 118 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	{Interim of 15/- for account 1907	...	Tls. 310 buyers
	7,200	£20	£15			{Interim of 11/3 for account 1907	...	Tls. 280 buyers
South China Morning Post, Limited	6,000	$25	$25	none	$41,934	None	...	$22
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$218	30cts.(old)&15cts.(new) year ended 31.5.06	4½ %	$7
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	$10	$10	Tls. 4,000	$349	First year	...	$12
United Asbestos Oriental Agency, Limited	10,000	$10	$4	none	$1,360	80 cents on 9,900 ord. shares and $1.8 on 100 Founders shares for year ended 30.5.07	8 %	$10
Watson, (A. S.) & Co., Limited	10,000	$10	$10	$300,000 / $25,000	$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7½ %	$11 buyers
William Powell, Limited	15,000	$10	$10	£4,500	$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8

* These shares are entitled to half of the profits.

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th August, at Noon; taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 6th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th August, 1907. [1

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* .....17th Sept.
S.S. *AUSTRALIEN* ..... 1st Oct.
S.S. *NERA*.....15th Oct.
S.S. *YARRA* .....29th Oct.
S.S. *ERNEST SIMONS* .....12th Nov.
S.S. *TONKIN* .....26th Sept.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st August, 1907. [10

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"

will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd August, 1907. [717

Intimations.

ACHEE & CO.

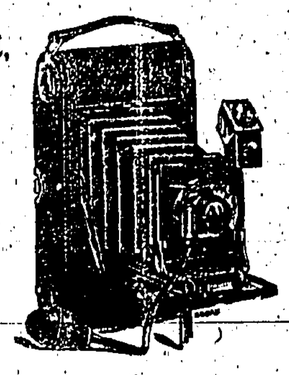
ESTABLISHED 1859

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c



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KODAKS, FILMS,

AND

ACCESSORIES.

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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. 41

Dewar's 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central. [480

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
„ "POWAN,".....2,338 „ ..... „ H. J. Black.
„ "FATSHAN," .....2,260 „ ..... „ C. V. Lloyd.
„ "KINSHAN," .....1,995 „ ..... „ B. Branch.
„ "HEUNGSHAN," ...1,998 „ ..... „ R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....1,651 tons.....Captain W. A. Valentine.
„ "SUI-TAI,".....1,651 „ ..... „ G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captan J. Willox.
„ "NANNING,".....569 „ ..... „ Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th August, 1907. [9

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to— BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG..	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAHI.....	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS ...	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS ...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 8th August, 1907. [13

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [29

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [37

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

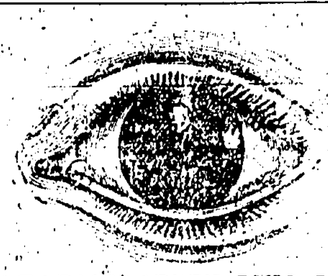
FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"PRINZ HEINRICH" ..... Capt. P. Grosch	About TUESDAY, 27th Aug., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"PRINZ REGT. LUITPOLD" ... Capt. H. Kirchner.....	WEDNESDAY, Noon, 28th Aug., 1907.
KUDAT and SANDAKAN.....	"BORNEO" ..... Capt. F. Seinbill	About SATURDAY, 9 A.M., 31st Aug., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz	THURSDAY, Noon, 12th Sept., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd August, 1907. [1

Intimation.



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8, PEDDER STREET, HONGKONG.

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Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.
Hongkong, 27th November, 1905. [44

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address: "CHEF" HONGKONG.
Telephone No. K4.

O. E. OWEN,
Proprietor.
[768

THE ASTOR HOUSE HOTEL CO., LD.

ANNUAL MEETING.

The sixth annual general meeting of shareholders in the above-mentioned Company was held at the Astor House, Shanghai, on Friday afternoon, the 16th instant. There were present: Messrs. L. J. Cubitt (chairman), F. Ayscough and J. N. Jameson, Directors; Messrs. J. H. Teesdale (Legal Adviser), G. H. Thomson (Auditor), A. W. Whitlow (Secretary), W. Brauen (Manager), C. E. Canning, M. Speelman and R. W. MacCabe.

The Secretary having read the notice convening the meeting, the Chairman referred to the smaller amount earned during the past year as compared with the previous year and said that it was due to the reduced number of guests who had made use of the Hotel and to the general depression in trade under which all businesses at present were suffering. He also pointed out that in the previous years a considerable number of Russian refugees had patronised the Hotel and had run up larger accounts than the average guest usually incurs, and the receipts had further been seriously affected by the falling off in the Bar Trade, due to the ordinary traffic across the Garden Bridge having been interrupted during the whole period. The expenses were in many instances lower, but in a concern like a Hotel there were always certain current expenses which went on irrespective of the decrease of business. There had also been a change in the management which had not been effected without expense, but the Board had every reason to believe that the change was for the better and that the arrangements now completed would ensure the continuance of a more energetic and efficient staff. The item of Bad and Doubtful Debts had been dealt with so as to practically clear the books, a considerable sum having been devoted to this purpose beyond the $30,000 allowed in the previous year's Balance Sheet, in addition to which an ample sum had been set aside in this year's account. Many of the debts in question dated back for some long time and had been left outstanding in the hope of recovery, but it had been decided to write these off. It was hoped that by a more careful rendering of accounts and by a stricter supervision than formerly, repetition of bad debts of this nature would be avoided in future. He was glad to say that no bad debts had been incurred during the past six months under the new régime, and the substitution of the cash for the chit system would also be of assistance in this direction. The buildings had for some years past been written down so heavily that when the time came to demolish them the amount at which they stood in the books would be insignificant, while the new blocks at the back had in reality appreciated in value, by reason of the present enhanced cost of building. During the next year certain increased expenditure must be looked for, as it was hardly to be expected that the new Land Assessment Committee would recommend a continuance of the present low value on which the Company's land was rated, and a decided increase in Fire Insurance rates had already come into force. Continuing, the Chairman said that it would be within the recollection of shareholders that in the report for the year ended June 30, 1906 details of amounts written off to various accounts were given. Summarised in round thousands, these were: to depreciation, maintenance, good will, $190,000 which had been augmented this year by $37,000 in respect of the first two items; in addition to this, $110,000 had been written off to these accounts in respect of the premium on the new issue of shares in 1901, while reserve stood at $30,000, making a total written off during the six years of the Company's existence of $367,000, or an average of over $61,000 per annum—equal to nearly ten per cent of issued capital. It was a showing which he thought might be considered satisfactory. It was also an indication of the policy of successive Boards of management which the Directors believed respected the wishes of the majority of the shareholders, who would prefer an absolutely sound financial position to large dividends at the expense of stability. With these remarks he would propose the adoption of the Report and accounts as printed.

There were no questions, and the following resolutions were then put to the meeting and carried unanimously.

Proposed by the Chairman and seconded by Mr. Jameson: That the Report and Accounts as published be adopted and passed.

Proposed by the Chairman and seconded by Mr. Ayscough: That a dividend of 9 per cent on the issued Capital be declared for the year ended June 30, 1907.

Proposed by Mr. L. E. Canning and seconded by Mr. R. W. MacCabe: That the appointment of Mr. C. Thoresen as a Director of the Company be confirmed.

Proposed by Mr. R. W. MacCabe and seconded by Mr. M. Speelman: That the appointment of Mr. J. N. Jameson as a Director of the Company be confirmed.

Proposed by Mr. M. Speelman and seconded by Mr. R. W. MacCabe: That Mr. F. Ayscough be re-elected a Director of the Company.

Proposed by the Chairman and seconded by Mr. F. Ayscough: That future annual meetings of the Company take place in August of each year.

In putting this last Resolution, the Chairman explained that by Clause 59 of the Articles of Association the annual general meeting must be held in July unless otherwise decided by the Shareholders in general meeting, and July being too early to be convenient, August was therefore suggested.

This concluded the business of the meeting. The Chairman thanked those present for their attendance and announced that dividend warrants would be posted next day.—*N. C. D. News.*

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June, 1907, at the rate of ONE POUND FIFTEEN SHILLINGS per Share of $125, is Payable on and after MONDAY, the 19th day of August, 1907, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [753

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 30th June, 1907, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after Tuesday, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 19th August, 1907. [758

Notices of Firms

NOTICE.

THE Undersigned, having tendered their resignation, beg to inform the Public in General that they will CEASE from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAU.

ROZARIO & Co.

Hongkong, 21st August, 1907. [764

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATOON V. APCAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia
DO BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.

Dated 21st August, 1907. [766

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1907. [29

For Sale.

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE AND Other FRENCH MINERAL WATERS
ALSO
Large Assortment of CANNED GOODS suitable for Pic-nic.

Hongkong, 15th May, 1907. [49

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [45

Intimation.

Wm. Powell, Ld.,

ALEXANDRA BUILDINGS.

Specialists

IN

Travelling Requisites.

CABIN TRUNKS.

DRESSING CASES.

LADIES' HAT BOXES.

PORTMANTEAUS.

KIT BAGS.

HOLDALLS.

WM. POWELL, LTD.,

HONGKONG.

Hongkong, 17th August, 1907. [11

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Wunnenberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th August, 1907. [751

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapan* and *Charente*, and from Bordeaux ex s.s. *Perbeckmois*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th August, 1907. [10

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th August, 1907. [757

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia* & *Peninsular*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns

E. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1907. [2

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of August, at 2 P.M.

All Claims must reach us before the 3rd of September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 22nd August, 1907. [1

THE LATEST CHANNEL SWIM.

GALLANT ATTEMPT.

Dover, July 22.

I have just returned on the Sea Wolf, after witnessing Jabez Wolff's second unsuccessful attempt to swim the Channel. He started most hopefully, and continued for eight hours in the water, doing vigorous work, in the end his injured leg again compelled him to give in.

Everything promised well when we left the Granville Dock at half-past seven this morning. There was a slight drizzle at the outset, and by the time we had reached the South Foreland just before ten, a fierce shower was falling.

On the Sea Wolf, which accompanied the swimmer, were Sir A. Alexander, the donor of the Channel Swimming Cup; Mr. W. Kellingley, of the Brighton S.C.; Mr. A. W. Creasy, of the Amateur Swimming Club; Mr. F. W. Moses, of the Ravensbourne S.C.; Dr. Richardson (who is looking after Wolff's physical well-being); Walter Crickett (the trainer); and Pilot Douglas McDonald. Capt. Birchfield is skipper of an amateur crew, of which Squire Whitehurst is chief engineer. All were giving their services.

THE START.

In a pelting rainstorm, Wolff was rowed to a little jut of sand under the steep, white cliff of the South Foreland, and here he was smothered with a ghastly-looking preparation, which made him look like a living plastic statue. Motor goggles and a little waterproof skull-cap completed his "amphibian attire," and at half-past ten to the moment he walked gingerly into the water, shivering like a child. It was more nervousness than anything—just a touch of "the needle," as athletes call it. Half a dozen of us on a small boat saw him, and signalled the same to the gallant little sea Wolf, whereupon she hooted strenuously throughout her syren, and from her deck the pipers skirled until their cheeks cracked—skirling a new skirl, entirely written, composed, and imagined by the glorious McPherson in the silent watches of last night. That skirl is called "Crossing the Channel." Jack Wolff's dog plumped down on his stern, cocked his nose heavenwards, and added to the music with a "wow, wow, wow," which made the blue water of the English Channel curl up in agony.

THE BATTLE BEGINS.

In a minute or two Wolff kicked his boots off at the edge of a shelving rock, then "he laid his hand upon the ocean's mane and played familiarly with his hoary locks," and the battle had begun. Wolff is a wonderful swimmer. He took the water like a great white porpoise, with a free and easy, and familiar roll—gently at first, with the left overarm stroke, and a strong, clean kick with the right leg. He started at 27 in slack, flat water, and Mr. Kellingley jumped in alongside to make company for him. At the same moment the guns from the fort boomed out as if in salute, and a great cloud of gulls rose screaming into heaven—a pretty mixture of noises, with Jack, the dog, as leader of the chorus, howling his immortal soul into the misty morning.

Our amateur crew worked the Sea Wolf splendidly. Mrs. Wolff and her mamma cooked us a jolly breakfast, and brewed strengthening concoctions of Oxo for their hero speeding through the blue water.

There was no excitement or flurry, and everything in the green garden of the Channel was lovely. Before noon the sun came out and cleared every speck of cloud away.

WELL AHEAD OF TIME.

At 12.6 Wolff passed the South Goodwin lightship well ahead of time and tide. This position cost Holbein (starting between Dover and Folkestone) six and a half hours of effort.

So far Wolff had everything in hand, and was going so strongly that Crickett ordered him to ease off a bit and slacken the great sweep of his left arm, so he slacked and cried out for black currant jelly, which he consumed (treading the water the meanwhile) with all the assiduity of a fourth form schoolboy.

Some half or one o'clock a black smother of smoke rose over the western horizon, and out it presently came five great battleships, led out by a couple of the King Edward class. They passed quite close to us, and we could almost make out Lord Charles Beresford on the bridge of the foremost vessel watching us through his binoculars.

Hereabouts the jelly began to be troublesome, and Wolff cried out that he was suffering rather badly from indigestion. A dose of peppermint was heaved out to him on the end of a fishing rod, but it made him no better.

SLACKENING BADLY.

"Get it off your mind," shouted the trainer through his megaphone; but that wasn't so easy, and Wolff began to slacken badly, and showed little of the grit which marked his earlier stages.

"Cheer up, Jappy; never say die," cried his plucky wife, but her mother burst into tears, and for a time we all thought that Jappy was going to give in. He kept looking at his left hand in an anxious way, as though it were going numb. For about two hours he pottered along, cheered by his friends in the water and on the boat. Impatient at his illness and shaking his head and growling, he was only proceeding indifferently when a spasm of sickness gave him great relief. At five o'clock a cup of nice warm tea soothed his troubled soul, and calmed his temper. We gave him some more of the bagpipes, instructing Piper Nicholl to play that dear old English melody, "For He's a Jolly Good Fellow," which he soon learnt to skirl beautifully. We all sang it at the top of our voices. Jack joined in with his now familiar howl, and Wolff waggled an appreciative hand at us. Then we sang a few Scotch songs. We had reached the triumphant strains of "The Cock o' the North," when a drenching rainstorm muted our music and swilled us fore and aft.

Over on the French coast a tremendous thunderstorm was raging, with heavy artillery booming grandly among the piled up mountains of cloud. We were now fairly in mid-channel—well past the Varne Buoy. The sea, beaten flat by the rain looked like curdled milk. Wolff said it was as warm as toast, and so was he.

GIVES UP.

At ten minutes to seven we were at the east end of the ridge, and eight miles from Cape Grisnez. Wolff was going splendidly, when suddenly he groaned, and turned over in the water. "My leg has gone again," he gurgled, "and I can't keep on any longer; awfully sorry." The pipes stopped in the middle of a skirl; we put out in the little boat, and hauled the swimmer on board. Already the tendon on the outer side of the left thigh had swelled up abnormally, and when we got him on the Sea Wolf he could hardly move.

"My long swims are over for ever," he said sorrowfully. "He'll never try again," chimed in Mrs. Wolff, on the verge of tears.

So we gave him a consolatory cheer and steered back to Dover. Wolff had been swimming eight hours 23 minutes, and when his leg gave he was in every other respect as fit as when he entered the water, but he had one weak spot which he thought was strong again, and that found him out.

Doubtless there will be more Channel swims this summer, and more weak spots, but if I'm there (which I trust I shall not be) I hope there will be no more pipers to play "The Cock of the Channel." hour by hour in tremendous iteration. I don't mind the dog.—*Morning Leader.*

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [71

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD

Hongkong, 22nd June, 1907. [87

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [86

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [439

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIPON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST,

A HOUSE in CLIFTON GARDENS, Conduit Road,

FLATS in MOKETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. 629

TO LET.

HOUSE No. 2, ROSE TERRACE Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,
Barretto & Co

Hongkong, 24th July, 1907. [665

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,
1, Des Vœux Road.

Hongkong, 13th August, 1907. [742

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907. [67

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907. [624

Intimations.

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAËL *bears, in addition to the registered trade-mark:*

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS *is a* MELISSA *and* MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR & Co., Hongkong.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Undertakes and Executes

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [52c

NOTICE TO PASSENGERS.

PENINSULAR & ORIENTAL S. N. COMPANY.

THE DIRECTORS OF THE P. & O. S. N. Co., LONDON, beg to intimate that, for Sailings on and after this date, the PASSAGE RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.,
Hongkong, 17th August, 1907 [754

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE DIRECTORS OF THE MESSAGERIES MARITIMES, PARIS, beg to intimate that, for Sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1907. [755

NOTICE.

THE NORDDEUTSCHER LLOYD, BREMEN, beg to intimate that, for Sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents for Hongkong and China.

Hongkong, 17th August, 1907. [756

COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be carried out daily from MONDAY, the 26th instant, until FRIDAY, the 30th instant, inclusive, commencing at 7.30 A.M., and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in a Westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.

Hongkong, 21st August, 1907. [769

SANITARY BOARD OFFICE
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA, and the EASTERN DIVISION OF KAU-LUNG, occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North thereof through the Yaumati service Reservoir to the Northern boundary of Kau-lung,

G. A. WOODCOCK,
Secretary.

Dated this 1st day of August, 1907. [762

A GOOD OPPORTUNITY TO LEARN SHORTHAND.

HORATIO C. POLLOCK, Court Reporter,

OPENS A

NIGHT SCHOOL,

September 1st.

Apply CONNAUGHT HOTEL.

Hongkong, 19th August, 1907. [759

HONGKONG JOCKEY CLUB.

THE List for SUBSCRIPTION GRIFFINS (China Ponies) for the next RACE MEETING, will CLOSE on SATURDAY, 24th instant. Members wishing to subscribe, who have not already sent in their names, please apply to the Undersigned, from whom particulars can be obtained.

H. P. WHITE,
Acting Clerk of the Course.

Hongkong, 21st August, 1907. [765

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.		
7.30 a.m.	to 9.30 a.m.	...Every 10 minutes.
9.30 a.m.	to 11.00 a.m.	...Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	...Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	...Every 10 minutes.
1.15 p.m.	to 1.45 p.m.	...Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	...Every 10 minutes.
2.15 p.m.	to 3.00 p.m.	...Every 15 minutes.
3.30 p.m.	to 5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to 8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to 9.00 a.m.	...Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	...Every 30 minutes.
9.30 a.m.	to 10.30 a.m.	...Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	...Every 10 minutes.
11.45 a.m.	to 12.00 noon	...Every 15 minutes.
12.00 Noon	to 1.00 p.m.	...Every 10 minutes.
1.00 p.m.	to 5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	...Every 10 minutes.
6.00 p.m.	to 7.00 p.m.	...Every 15 minutes.
7.00 p.m.	to 8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [59

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 24th August, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A FINE ASSORTMENT OF HIGH-CLASS JAPANESE CURIOS,

Comprising:—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th August, 1907. [760

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a Temporary Pier over Crown Foreshore opposite Road North of Kowloon Marine Lot 87, Yaumati, to be held at the Offices of the Public Works Department by order of His Excellency the Governor, on MONDAY, the 26th day of August, 1907, at 3 P.M., for a term of 1 year commencing from the 1st day of September, 1907.

PARTICULARS OF THE PIER.

No. of Sale.	Position.	Largest Dimensions.	Upset price.
1	Opposite Road North of Kowloon Marine Lot No. 87, Yaumati.	100' by 15'	$100

Hongkong, 19th August, 1907. [761

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT

TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

ÆRATED WATERS

OF

ABSOLUTE PURITY

AND THE

HIGHEST DEGREE

OF

PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAMPAGNE, RASPBERRYADE, LEMON SQUASH, &c., possess the true flavour of the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

OUR DRY GINGER ALE is a beverage of delightful flavour and aroma.

OUR SARSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER, since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO., LIMITED,

CHEMISTS, ÆRATED WATER MANUFACTURERS,

&c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 17th August, 1907. [31

BIRTH.

On August 17, 1907, at Ningpo, to the Rev. and Mrs. HARRISON K. WRIGHT, a son, Hugh King.

DEATHS.

On August 15, 1907, at Seattle, California, U.S.A., in his 42nd year, GEORGE SUTHERLAND (of Frank Waterhouse & Co. of Seattle), formerly of Shanghai.

On August 18, 1907, at Shanghai, A. CAROLINE LEACH, aged 23.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 23, 1907.

CHINA AND INDIAN OPIUM.

In the House of Commons, on the 29th ult., Mr. Morley, in reply to Mr. Henry Wilson, said that, after consulting with the Indian Government, they had informed China—

1. That they would accept the proposal to diminish the import of Indian Opium to China by one-tenth annually, simultaneously with an equal decrease in native production to 1910 and would continue the reduction at the same rate thereafter on proof that China had carried out its share of the arrangement.

2. They would not object to a Chinese official being stationed at Calcutta, provided that he had no powers of interference.

3. They were prepared to assent to the enhancement of the customs and likin on foreign opium, making its taxation equivalent to the taxation actually levied on Native opium—differences of value and quality being considered.

Further reductions of the poppy area in Bengal and of the chests of Bengal opium fixed for sale would be made after 1907, provided that the proposed arrangement with China became operative.

Commenting on the foregoing telegraphic despatch we share the editorial views of the *Bombay Gazette* in being glad to see that Mr. Morley has not succumbed to the clamour of the extremists in the decision as to India's share in dealing with the opium traffic of China. The attitude adopted is the only one that can be conceived to be just. If China is in earnest, then India will help, but India will follow, not lead, and any relaxation of the efforts of China to suppress opium will render nugatory the arrangements that have been made. These latter are simple in the extreme. The export of Indian opium to China is to be decreased by one-tenth annually, simultaneously with a decrease in native production up to 1910. Enhancement of the customs and likin on foreign opium, making its taxation equivalent to that on native opium is also permitted with special allowance for differences of value and quality. The further reduction of the poppy area in Bengal follows these proposals necessarily, for with a decreasing Chinese trade the present area will become too large. But all this depends "on proof that China has carried out its share of the arrangement." There is still doubt in many minds as to whether the prohibitory edict will ever come into full force, whether, even, it will continue in operative existence. It is impossible to see how far the officials are in earnest. Many of them have been working hard in carrying out the Dowager Empress orders, for no doubt promotion lies that way, but from accounts in Chinese papers the letter of the edict is more strictly followed than the spirit, for while opium dens are closed, opium shops for the sale of the drug, to be consumed off the premises, are flourishing. Our Bombay contemporary recalls the fact that in Shanghai there was some demonstration of force during June when the time for closing the dens drew near, and meetings were held advocating rowdyism with the hope of making the foreign Consuls protest against the action of the native officials. But the disturbance never came into actual existence, for it was clearly stated that any active opposition to the orders would entail a withdrawal of the offer to teach trades to or send home those thrown out of employment. A report submitted to the Shanghai Municipal Council contains some important observations. The number of houses in the Settlement is approximately 1,600, and the revenue derivable therefrom has been estimated for the current year—at Tls. 75,500. No fair comparison, however, on the basis of numbers can be drawn between the luxurious, business rendezvous, of which the houses in the Settlement to a large extent consist, with the often indescribably filthy dens in the city and outskirts. In a year of an unusually good crop, such as the present, both from the Hsuchoufu district whence the supplies of native opium, consumed in Shanghai, are principally drawn, and from the province of Szechuan, when, too, the Customs returns for imported opium show no sign of diminution, it appears improbable that any local measures for the suppression of opium-smoking will prove successful. Under these circumstances, says the report, the withdrawal of the licensing system, with its attendant supervision and control, is calculated to lead to an increase of crime and add to the difficulty and cost of policing the Settlement. What is true of Shanghai is equally true of other parts of China, and it is for this reason that doubts are expressed as to the ultimate efficacy of the edict.

JAPANESE IMITATION OF TRADE MARKS.

The vexatious question of the infringement by unscrupulous Japanese traders of British trade marks is, we are glad to observe, engaging serious attention of manufacturers at home. From a London contemporary we learn that the Manchester Chamber of Commerce is taking action in regard to Japanese imitation of British trade marks. At the last meeting of the Board of Directors the Chairman said that, in view of the serious proportion assumed of late by the number of cases of infringement, it was essential that something should be done by the British Government, in agreement with the Government of Japan, for the reciprocal protection of trade marks. A circular had therefore been sent to a considerable number of houses engaged in the China and Japan trade asking that any instances of infringement which had come under their notice during recent months might be brought under the observation of the Chamber—with actual examples. The Board decided that when a sufficient body of evidence had been collected the matter should be considered by the India, China, and Colonial Committee, with a view to the preparation of a statement for the Foreign Office.

LOCAL AND GENERAL.

THE French mail of the 23rd July was delivered in London on the 22nd inst.

ON Thursday night, 8th inst., five buildings of the Imperial Iron Foundry at Wakamatsu, near Moji, were destroyed by fire. The damage is estimated at between Y60,000 and Y70,000.

MR. Louis G. Knight, the Governor of Neuva Vizcaya, Philippine Islands, and Mr. W. M. Wooden, of the Educational Bureau, have arrived in Hongkong, *en route* to America on furlough.

IT is whispered that some startling discoveries have been made concerning the slaughtering of pigs in Bangkok. About 50 per cent of the animals brought from up country appear to be unaccounted for.

THE Calcutta String Band will play the following programme of music, during dinner, at the Kowloon Hotel, to-morrow, the 24th inst., from 7.30 to 10 p.m. (weather permitting):—

March	"King's Guard"	Keith
Valse	"Wiener Bürger"	Lehrer
Selection	"Gondoliers"	Sullivan
Cake-Walk	"Plantation Holiday"	Ivis
Valse	"Garden of Sleep"	Bucalossi
Selection	"Chinese Honeymoon"	Talbot
Gavotte	"Premier Bonheur"	Salabat

God Save the King.

THE Formosan lottery will be re-opened next month. It will be remembered that the first prize in the last lottery was "won" by Japanese, but confiscated by order of the Court, finding its way into the Treasury.

THE O.S.K. service between Osaka and Calcutta, via Kobe, Hongkong and Singapore, will be opened on the 25th instant by the steamer *Erimo-maru*. This is the first through steamship service opened between Japan and Calcutta.

THE Korean Emperor has issued a decree for the cutting off of topknots. His Majesty states that he has taken this step himself and exhorts the people to follow his example. The Emperor also issues decrees prohibiting premature marriage.

A VERY quite wedding was celebrated in Yokohama on the 10th instant, says the *Japan Gazette*, the contracting parties being Mr. H. G. Percy Brühl, of Hongkong, and Miss Charlotte Ann Distin. The civil ceremony was held at the British Consulate-General, before Mr. Thos. Harrington, and later the wedding was solemnised at Christ Church, the Rev. H. B. Walton officiating.

MR. C. A. D. Melbourne, presiding in the Second Court, at the Magistracy, to-day, sent Lam Sam, a fireman, employed at the Cosmopolitan Docks, and residing at 14, Tai-kok-tsui, to fifteen days' hard labour, with four hours' stocks, for attempting to obtain yesterday half a day's pay (eighteen cents) from the Dock Company, by fraudulent means. Mr. A. W. Millar, timekeeper, prosecuted.

GREAT anxiety is expressed as to the fate of about 150 junks, which have been missing off Suwo Province, Inland Sea, since the typhoon of the 18th and 19th ultimo. The junks were mostly engaged in carrying coal from Wakamatsu, Moji, and other Kyushu ports to the north. They commenced the voyage in fine weather, but the following night a typhoon swept the district and the vessels, with their crews, have since been missing.

WATCH the course of justice in our nearest British neighbour—Hongkong. If Adzetts, the American who murdered Gertrude Dayton there, is put on trial and found guilty, he will be hanged within two weeks. In that strong outpost of England a man who commits a crime and is arrested, pays the penalty at once. There is no delay. There are no technical points raised by cunning lawyers, no buying or trifling with the jury, nor making the courts ridiculous by pardoning after conviction. If he is proven guilty he is punished according to the law.—*Manila Cablenews.*

BY kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 24th inst.:—

Overture	"Giralda"	Adams
Valse	"The Merry Widow"	Lehar
Selection	"Maid Marian"	De Koven
Song	"All Souls Day"	Lassen
Selection	"The Dairymaids"	Reubens & Tours
Two-Step	"The Huskin Bee"	Thurban

Regimental Marches.

God Bless the Prince of Wales.

God Save the King.

NEWS has been received that the deadly sea-monster at Sharp Peak, of whom we hear at intervals, has been riotous and disorderly again, seriously injuring five fishermen, two having succumbed to their wounds, and one lying in a critical state with both hands bitten off. What the monster is has never been discovered some declaring it is a shark and others a *dibillo*. The wounds are not those of a shark, for nearly every wounded man has clean bites and scratches like those caused by a cat. When Mr. H. H. Gilby was at Sharp Peak he examined one of these unfortunate victims, we understand, and declared the wounds appeared to have been caused by an enormous tortoise. We think this will be found the correct solution, and will be glad to hear some steps have been taken to remove the monster, and ensure the safety of the divers.—*Foochow Echo.*

AN interesting lecture on Annamite customs and legends was delivered at the *Alliance Francaise* in Paris on 1st inst. by M. Tissot, Administrator of Civil Services in Indo-China. He affirmed his absolute faith in the intellectual and industrial development of which the Annamite race is capable. After him a Tonkinese, M. Nguyen dinh Qui, Vice-President of the Mutual Instruction Association at Tong-King, gave curious details concerning the movement among his compatriots towards the education given in France. He stated that during the Russo-Japanese war Tong-King was inundated with journals inviting the people to the study of Western sciences. Many Tonkinese are in favour of sending their children to Japan, because there they are welcomed, and the teaching is not very costly. M. Nguyen dinh Qui and 300 of his compatriots including some high mandarins, have founded a society for sending young native foundation scholars to France.

THREE fishermen—a father and his two sons—were sent to gaol this morning, after being convicted of the larceny of thirteen pieces of pig iron, valued at $17.50, the property of Messrs. W. S. Bailey and Company, at To-kwa-wan, yesterday. The iron was deposited on Messrs. Bailey and Co.'s wharf. Yesterday afternoon the coxswain of the launch *Bailey* saw the three accused put off from the wharf and rowed toward Small Island—about fifty yards away. Then he saw the trio taking the iron ashore. He summoned the chief clerk, who sent some workmen after the thieves in a dinghy. Seeing that there was no earthly chance of the workmen catching up to the fishermen, who by this time had put off from the island and were rowing hard in the direction of Kowloon City the *Bailey* took up the chase and captured the men. Their explanation to Mr. Hazeland, at the Police Court, was not satisfactory and each men was sent to gaol for three weeks.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

PROPOSED INCREASE OF CAPITAL.

We are informed that the directors of the Hongkong and Kowloon Wharf and Godown Co., Ld., have decided to increase the Capital of the Company by $1,000,000 on the 1st January next, by the issue of 20,000 shares of $50 at par.

CANTON DAY BY DAY.

THE NEW VICEROY.

[*From Our Own Correspondent.*]

Canton, 22nd August.

The Canton gentry, under the leadership of Mr. Ting Yun-chung, are making arrangements for a reception to be held on the arrival here of the newly-appointed Viceroy of the Liang Kwang, H.E. Chang Yun-chun.

The Canton-Hankow Railway Company has forwarded a telegram to Honan to His Excellency, congratulating him on his promotion to the substantive Viceroyalty of the Liang Kwang provinces, and expressing the hope that H.E. will proceed to the South at an early date to take up his post.

It is ascertained in official circle that H.E. Chang Yun-chun, the Viceroy designate, holds views much opposed to the public policy of ex-Viceroy Shum. The officials who are serving H.E. Shum are almost all young and energetic men, but H.E. Chang believes in the appointment of those officials who are of an advanced age, as he is of opinion that these head officials will have had better experience in the Government service. Consequently all those officials who were H.E. Shum's subordinates, and who are still in office at Canton, have to resign their posts and leave the Southern Capital to seek appointments elsewhere.

FORESHORE ENCROACHMENT.

The magistrates of the districts of Namhoi and Punyü have been informed by the Bund Department to the effect that many private individuals have encroached on Government property along the river frontage, thus causing trouble in the building of the new bund. The magistrates have made a list of the names of all persons, numbering over a hundred, who have encroached on Government foreshore and have ordered them to remove at once from the land encroached upon in order to facilitate the building of the new bund.

ANTI-OPIUM MOVEMENT.

On the 20th instant, several opium smokers were found smoking with only one licence in a shop in Yueng Hong Street. The owner of the premises was arrested and after trial was found guilty of smoking without a licence and was fined $12. On the same day a quantity of opium smoking apparatus was discovered in a house which was formerly used as an opium divan, in the ward of Man Chung, and the owner of the den was also arrested and fined twelve dollars. All the opium smoking implements were removed to the Central Anti-Opium Association, where they will be destroyed in due course.

The number of opium smokers who have been photographed and who have applied to the headquarters of the Central Association for opium pills yesterday reached the total of 4,400, and the number of opium smoking patients who have been admitted into the Hospital in connection with the Association now reaches 70 in all; of these five have already given up the drug and have been discharged from the institution.

The Acting Provincial Judge, Kung Sun Tsam, yesterday sent a weiyuan to the Central Anti-Opium Association for some subscription books to be sent abroad. The Association has furnished him with 100 of these books, and it is expected that a large sum of money will be collected through the Judge.

PUBLIC MARKETS.

The Canton Authorities have long contemplated the building of public markets in different streets throughout the City in the most populous centres so as to totally enforce the regulations prohibiting the vendors from selling their wares in the public thoroughfares to the inconvenience and obstruction of the general community; but so far no definite steps seem to have been taken in regard to the matter. Now it is learnt that the Canton Tartar General has actually put up temporary markets—structures of bamboo—in the Bannerman portion of the city and has rented out the stalls of these to the Bannermen traders at a very low rental.

THE NEW ADMIRAL.

The new Admiral of the province of Kwangtung, Chun Ping-chik, once held office as Taotai in the circuit of the prefectures of Yumchow and Limchow. It is reported that Admiral Chun's intention is to first of all take steps to suppress the bad characters in those quarters, when he arrives at Canton. It is stated that the bandits there may be effectually put down and everything settled by him in a most satisfactory manner, as he is well acquainted with the local conditions and the state of affairs of that circuit.

MATSHEDS PROHIBITED.

The Central Police Department has issued another proclamation prohibiting the erection of matsheds in any of the streets of the city at certain periods of the year when certain festivals are observed, which tend to increase fires and create other dangers. The shops of the upper and lower streets of the Sheung Mun Tai have promised that in future no celebrations of festivals of any kind will be carried on.

THE CENSUS.

The Police Department has appointed officials to take control of the taking of the census of the City of Canton which will soon be made, by orders from the central authorities at Peking.

ANTIMONY MINES.

The output from the antimony mines in the district of Kuk Kong for the fifth moon is stated to be 100,120 catties, which is supposed to be very satisfactory.

ALLEGED MURDER AT SAM-SHUI-PO.

INDIAN CATTLEMEN HELD FOR MANSLAUGHTER.

Sam-shui-po was disturbed to its depths this morning when it became known that a well-known and also a well-to-do farmer, residing at Cheung-sha-wan, had succumbed to injuries he had received in an attack made upon him yesterday afternoon. At the present moment definite particulars are lacking; but from certain information gleaned by one of our reporters we are able to give a story, which still goes unconfirmed. Years ago, when Peer Bux, the well-known cattle dealer, took his discharge from the Indian army he established a cattle farm at Shau-ki-wan. For a time things were blooming; but just at this stage his cattle took it into their heads to roam about the public roads with the result that Peer Bux got into trouble. After many prosecutions he was routed from Shau-ki-wan. He transferred his farm to Yau-ma-ti. There his cows made King's Park their pasture grounds and Peer was forced to shift lodgings—to Hunghom. In a very short space of time he was "pitchforked" into Kowloon City. At the latter place he continued business for some length of time, but again his cattle came to the fore, and after much correspondence Peer Bux was asked to make Cheung-sha-wan his future home, where his cattle could roam about at their own sweet will. But that was not to be, as it will be seen. Peer Bux was given a week to shift, but he refused to budge. At the end of the week he was called to the Police Court to explain his absence from the Cheung-sha-wan. There was no other site that could be given him, so after much crying Peer Bux retired into the "unknown." That was in April last.

At Cheung-sha-wan Peer Bux opened his cattle business quite close to a native farm yard. Once again his cattle went astray and as a result, it was said, the farmer's crop was damaged. Frequent complaints were lodged by the farmer and his folks, and it was stated no remedial steps were taken by those responsible.

Yesterday, it is stated, the trouble began when the farmer complained personally. Peer Bux was away at the time. The complaint was made to two of the Indian cattlemen and, it is alleged, they set upon the farmer and assaulted him, beating him into unconsciousness. Sergeant Sim, of Sam-shui-po Police Station, hurried over to the scene as soon as he received word of the affair. He placed the two cattlemen under arrest and sent the farmer to hospital, where he died this morning, the result, it is surmised, of a ruptured spleen.

At the Police Court, to-day, the Indians were charged with manslaughter before Mr. F. A. Hazeland, and the case was remanded.

POLICEMAN ATTEMPTS SUICIDE.

DRINKS OPIUM IN BARRACKS.

Some excitement was manifested at No. 7 Police Station last night when news leaked out that a lukong had made an attempt on his life. Inspector Fenton and a few other officers lost no time in going to the man's assistance. They found him lying in an unconscious condition on his bed. A small cup, containing the remains of a preparation of opium water, told its own story. An ambulance was got and the lukong removed to the Government Civil Hospital, where the stomach pump was worked to some success. Although the man had completely recovered from the effects this morning he will not be allowed to leave the infirmary for a few days. It could not be obtained from friends of the lukong the motive which drove him to make an attempt on his life. But, through another source, it became known that the man was heavily in debt.

ACCUSED OF THEFT—TRIED TO END HIS DAYS.

Because, so he stated, his master accused him of removing a $5 bill from his drawer, a houseboy, Lui Ming by name, employed at 41, West Street, sought last night to end his life. For some weeks past a number of trifling articles have been going amissing from the house, but no clue to the thief could be found. Yesterday afternoon, it was stated, a $5 bill, which had been placed in a drawer but a few minutes previously disappeared. Suspicion fell on the "boy" and he was accused of being the thief. At about 11 p.m. that night he left the house, informing nobody as to where he was going. Arriving in Wing Lok Street, Lui Ming walked to the side of the wharf and jumped into the sea. The sound of the breaking of the water was heard by the sampan folk moored nearby. After a hard fight the desperate "boy" was rescued, and turned over to the police.

He appeared in Mr. Melbourne's Court this morning, to answer the charge of attempting suicide. A relative of the accused promised the Court to take care of the man, which satisfied Mr. Melbourne. Accused was then bound over in the sum of $50 to be of good conduct for six months.

THE OIL TRADE IN JAPAN.

KEEN COMPETITION LOOKED FOR.

The *Tokyo Asahi* predicts keen competition in Japan between the Rising Sun Oil Co. and the Standard Oil Co. in the near future, and reports that last year the Rising Sun Oil Company purchased the whole concern of the Asano tank oil business and established over forty branch offices throughout Japan. The company has now decided to establish a big oil refinery in the Kwansai district for the purpose of importing and refining the crude petroleum from Sumatra. Mr. Bennet, managing director of the Company, left for home by the N.Y.K. liner *Sado-maru* on Wednesday last, to confer with the head office in London over the scheme. The Rising Sun Oil Company is a company incorporated under the Japanese Law, but is in fact a branch of the Asiatic Petroleum Co., of England, a gigantic corporation which recently purchased oil fields in Batoum, Sumatra and Borneo, and riv ls the Standard Oil Co. in the petroleum market in Europe.

HONGKONG WATER POLO. SHIELD COMPETITION.

CORINTHIAN YACHT CLUB vs. V.R.C. "B" TEAM.

This match was a very one-sided game, in favour of the Corinthian Yacht Club although the V.R.C. Team put up a plucky fight and stuck to their men as well as they could. In the first spell for a few minutes there was no scoring done by either side, but when it started, the Corinthians kept it up, and Chunyut scored their first goal from a corner. E. Humphreys soon after added a second, followed by another from Cooke who was right up in front of goal. After this there was a bit of brisk playing and a corner resulted; C. Humphreys had little difficulty in fisting the ball in from a pass by Chunyut.

Then V.R.C. changed their goalkeeper in the second half, Remedios replacing Tata in goal, but this did not affect the game at all, as E. Humphreys added the fifth and sixth goals soon after re-commencement of play, due to his running away from the man that was marking him. Witchell netted the seventh and Cooke the eighth, and thus the game ended in a win for the Corinthian Yacht Club by 8 goals to nil.

The teams were:—C.Y.C.: R.C. Witchell, E. Humphreys, C. Humphreys, C. J. Cook, O. R. Chunyut, J. Miller and J. Forbes. V.R.C. "B" team:—F. K. Tata, J. W. Bains, A. J. V. Ribeiro, A. R. Ellis, da Rosa, E. M. O. Remedios and J. M. C. Lopes.

COMPETITION TABLE.

	Played.	Won.	Lost.	Drawn.	Points.
V. R. C. "A"...	5	4	0	1	13
87th Co., R.G.A.	5	4	0	1	13
R. H. K. Y. C...	5	4	1	0	12
Corinthian Y.C.	6	4	2	0	12
R. E. "A".....	5	2	3	0	6
R. E. "B".....	5	1	4	0	3
Middlesex "A"	5	1	4	0	3
Middlesex "B"	5	1	4	0	3
V. R. C. "B"...	5	1	4	0	3

A GODOWN ROBBED.

CLEVER CAPTURE BY THE POLICE.

The visit of Mak Yau Shan, a shopkeeper, carrying on business at 22, Bonham Strand East, to his godowns at 8, Sai Woo Lane, West Point, yesterday, disclosed that robbers had entered the place and had removed a large quantity of goods. An inventory was immediately taken and from that it was learnt that two cases of Japanese crockery and two cases containing rice bowls, the total being valued at over $150, had been stolen. When the work was done is not known, but it is surmised to have been very recently when the thieves were awaiting a favourable opportunity to cart the goods away. The matter was reported to Inspector Fenton, at No. 7 Police Station, who sent out his men on the trail. That a clever capture was made is evidenced by the fact that in a little over two hours Sergeant Gordon and his native detectives recovered the missing cases and had three men under arrest, charged with larceny. These were placed before Mr. F. A. Hazeland, at the Police Court, to-day, and the case was adjourned for a week to allow the police to capture others, who are supposed to have had a hand in the robbery.

DISTURBANCE IN A HOTEL.

PROPERTY DESTROYED.

Huber Scheeler, a seaman, living at the Globe Hotel, was arraigned before Mr. F. A. Hazeland, in the Police Court, this morning, on two indictments: (1) Behaving in a disorderly manner in the private bar of the Hongkong Hotel, and (2) doing $16 worth of damage to a marble-topped table, the property of the Hotel.

Mr. A. F. Davies, the manager of the Hotel, prosecuted. Defendant pleaded guilty to both charges, declaring that he was drunk at the time.

From the facts of the case as related in Court it would appear that the disturbance occurred at about three o'clock yesterday afternoon. Defendant and two other Germans were seated around a table drinking. After a while there arose a dispute between defendant and one of the party, which ended in blows. During the tussle defendant knocked over the table, damaging it.

His Worship—What's the damage to the table?

Mr. Davies—$16, your Worship. The table is worth $28.

His Worship—How much will it cost to repair it?—The marble top is worth $16, your Worship, and that will have to be replaced.

The Court fined accused $3 on the first charge, and on the second ordered him to pay $16 compensation for the table.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of China*) 24th inst.
Indian (*Kumsang*) 26th inst.
German (*Prinz Heinrich*) 26th inst., 4 p.m.
German (*Prinz Regent Luitpold*) 27th inst., p.m.
American (*China*) 28th inst.

The Boston S. S. Co.'s s.s. *Tremont* sailed to-day, from Amoy for Manila.

The E. & A. s.s. *Aldenham* from Sydney, &c., left Port Darwin yesterday for Manila and this port.

The H. A. L. s.s. *Saxonia* left Shanghai on 22nd inst., at 9 p.m., and may be expected here on 25th inst., p.m.

The N. Y. K. s.s. *Tango Maru*, American Line, left Shanghai for this port on 22nd inst., and is expected here on 25th inst., a.m.

The N. Y. K. s.s. *Yawata Maru*, Australian Line, left Thursday Island, for this port *viâ* Manila on 22nd inst., and is expected here on 2nd prox., a.m.

The N. Y. K. s.s. *Kagoshima Maru*, Bombay Line, left Bombay for this port *viâ* Tuticorin, Colombo and Singapore on 20th inst., and is expected here on 7th prox.

The Imperial German Mail s.s. *Prinz Heinrich* carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on 22nd inst., at 6 p.m., and may be expected here on or about 26th inst., at 4 p.m.

Telegrams.

(Reuter's.)

The Transvaal.

London, 21st August.

The Progressives opposed the presentation of the Cullinan diamond to the King, on the ground that it was inopportune.

Mr. Smuts stigmatised the opposition as unworthy and churlish.

The Trouble in Morocco.

The French in Tangier attach importance to the news that Muley Hajid has been proclaimed Sultan at Marrakesh.

It is believed that this means the creation of an organised Moorish army.

The Consul at Fez has been instructed to advise Europeans to leave if necessary.

Later.

It is reported in Mogador that 20,000 horsemen, under Muley Hajid, are marching on Casablanca to fight the Europeans.

Dissensions are reported in the Arab camp at Casablanca.

Vancouver.

Owing to the constant influx of Japanese, Chinese and Hindus, Mr. Macpherson, member for Vancouver, has wired to Sir Wilfred Laurier that, unless the Government does something, trouble will ensue, as matters are reaching a crisis.

THE YARN TRADE.

Despite the numerous drawbacks which have handicapped the Hongkong yarn market, there is a more hopeful tone prevailing this month, and importers, after months of anxious waiting, are becoming sanguine enough to predict a marked revival in sales during the forthcoming month, remarks the Hongkong correspondent of the *Indo-European Trade Register* on the 14th June. As already mentioned, the inundations along the banks of the Canton River which followed the series of heavy rain storms in the early part of May led dealers to adopt a gloomy opinion of the prospects for the summer. But it is apparent that the crops have not been damaged in any material degree, and there is every likelihood that the market will be sufficient to meet the requirements of the people and to provide them with a surplus which will go towards relieving the stagnation in the yarn trade. At the end of May importers were still seeking to realise under any circumstances and prices experienced a further drop of $1 to $3 per bale, notwithstanding the advance in silver exchange on India. Even with all the concessions offered by dealers and the obvious impatience of the importers to clear their stocks, the Chinese held aloof, evidently in the belief that there would be a still further drop. What strengthened them in this belief was the succession of riots and troubles which swept over the provinces of South China. Fortunately the provincial Government acted firmly and repressed the outbreaks without much difficulty, although they would not immediately re-establish confidence in the people that all danger was over. Buying orders are now coming in from the interior, however, and a brisk demand is anticipated at the conclusion of the harvesting operations. Great expectations had been formed regarding the possibilities of Manchuria as an outlet for the surplus and stocks which have been accumulating both in Hongkong and Shanghai, but the Japanese, quick to perceive the opportunity offered them, have practically cornered that market. Several new mills are being started with the avowed object of keeping the trade in Japanese hands, and as things go at present, the attempt to oust foreign competition is likely to prove successful.

PRODUCTION AND CONSUMPTION OF OPIUM.

In reporting that one of the most important products of Asia Minor is opium, the greater part of which is marketed in the city of Smyrna, U.S. Consul E. L. Harris says:

The avergae crop of this province is 6,000 baskets of 60 okes each, making a total of 450 tons, but so much depends upon the temperature prevailing after the crops are planted in October that the production often rises as high as 10,000 baskets and, on the other hand, occasionally falls as low as 4,000. In the event of the autumn-sown crops being killed by severe cold the fields are reploughed and spring sown, the time for such replanting being from January to March, according to the weather.

Twenty-five years ago opium from Asia Minor, especially that produced in the regions around Ouschak and Carahissar sold as high as $4.40 to $4.84 per pound, the largest consumers being the United States and South America, to which latter place it was largely exported for smoking. Great Britain was also a large purchaser of opium on account of its richness in morphia, which made it especially valuable for pharmaceutical purposes.

Of late years Persia and India have become producers of opium, and the increasing production of these countries is steadily lowering the prices hitherto obtainable. In fact, there have been times when many thousands of cases have accumulated on this market; due to the supply being greater than the demand. At the present time opium can be purchased freely at $2. 0 to $2.40 per pound delivered f. o. b.

It is believed that the recent prohibition of opium smoking in the Chinese empire will have the further effect of reducing the price of this article and may even largely reduce the area now under cultivation in this district. The production last year was very low, not exceeding 660,000 pounds. During the year ending June 30, 1906, the United States imported 134,281 pounds, valued at $590,837. The abnormal cold of the past winter severely injured the growing crop, and at one time it was believed that it would be a complete failure. Conditions, however, have since been so favourable that it is expected the yield for the coming year will be at least 5,000 baskets.

IS THE ANTI-OPIUM MOVEMENT A SUCCESS IN FOOCHOW?

We are indebted to a gentlemen in the Foochow city for the following very interesting article on the opium movement:—

This most extraordinary movement had its inception at the fountain head of Government and is being backed with more or less sincerity by the officials of the land and behind them and with far greater power by the gentry and literati. Frequent meetings of the anti-opium societies have been held to which foreigners are invited to speak. At the head of this whole movement stands the great grandson of that Commissioner Liu who, years ago, took aggressive action against opium in Canton. Foochow opium dens have been closed since May 31st and bands of students frequently go about the streets to see that the edict is obeyed. Persons have been caught defying the law and then have been roughly dealt with even though they were graduates with high literary degrees. Not all the Foochow officials are themselves free from the habit, but they dare not do anything to show that their sympathies are not in hearty accord with the throne. Besides they know that they are being watched by the literati. Not long ago an American gentleman was asked to address an anti-opium mass meeting in a place not far from Foochow. Amongst the speakers was a certain official who on that occasion might have been dubbed 'the first man of the land.' Himself an opium smoker he was obliged to speak on behalf of a cause in which he was not heartily in accord with the majority of his audience. This man has been served with a notice from the gentry informing him that he would be allowed a certain specified length of time in which to divorce himself from his beloved pipe. Failing to do this he would be accused by them to the higher authorities in Foochow, and his punishment according to the law would be demanded. There are in the City of Foochow three opium refuges and four others on the neighbouring Island called Nantai. These are financed by the gentry and do not receive grants from the Government although they obtain sanction and moral support from the Authorities. There are in addition many private refuges. By the united action of officials, Anti-opium-Societies, Municipal Councils and Literati there exists a powerful public opinion hostile to opium smoking. In fact it may be said that it is not now fashionable to smoke this drug. In out-of-the-way places there is still much unlimited use of the pipe. On the first of the 5th month the members of the Anti-opium Societies petitioned the Mandarins to permit them and also the Provincial College students to go from place to place to seek out, and occasion the arrest of persons found secretly selling opium or making dens of their premises, offenders were to be handed over to the police, their houses closed and sealed and punishment awarded. At this early stage a family is allowed the opium pipe. If more than these are found in a house the penalty is the same as that dealt out to keepers of a den. Admission to the Refuges is obtained by paying two-pence half-penny a day for food and treatment, but those in indigent circumstances are admitted free of charge. Each building accommodates some 20 patients. Both Chinese and western remedies are used. There is a constant stream of patients entering and leaving these Institutions. Persons unwilling to enter a refuge attempt to cure themselves at home. Until quite recently chair coolies had permission to use one opium lamp at each stand, but those places practically became opium dens so that it was necessary to withdraw the permission and coolies were ordered to break off the habit within three months. Efforts have been made to lessen the growth of the poppy. The rule being that the acreage formerly devoted to growing opium must be diminished one-tenth each year, and that there must be no procrastination.

Defaulters are liable to forfeit their land to the Government. It is said that the people themselves are so willing to fall in with the terms of the edict that they have already lessened the sowing by two out of three parts. Up to the end of July it is estimated that over 1,000 pipes and lamps have been destroyed, and that several hundreds of citizens were fined and beaten. To our mind there is no doubt of the sincerity and determination of the large class of gentry and literati in Foochow, and that the officials as a matter of policy if for no other reason must fall into line. Time is needed to show the efficacy of the various opium cures now flooding the market.—*Foochow Echo.*

SHELL TRANSPORT.

In reference to the annual report of the "Shell" Transport and Trading Co. recently issued, the writer of "City Notes" in the *Pall Mall Gazette* says:—When this "Shell" burst upon us this morning, it came as a surprise. Last year the great oil transport and producing company managed to publish its report two months earlier than usual This year it comes along more than two months earlier still. The company was rather roughly handled in the struggle with the Standard Oil Company, and it has met with some criticism on other matters; but, as will be recalled, arrangements were made for a fusion of interests from the beginning of this year with the Royal Dutch Company, and subsequently 300,000 Ordinary shares were issued at 10s. premium. The credit balance on the year's trading amounts to £307,000, not including the amount brought forward Out of this £70,000 is appropriated to cover necessary expenditure to make the company's steamers and installations comply with the agreements of the Royal Dutch Company. The report is not perhaps noteworthy for abundance of trading information.

A TOKIO despatch of 17th inst. states that the str. *Wik* bound for Shanghai, which caught fire off Matsuzaki, Izu Province, is reported a total loss. A portion of the *Wik* was still burning, but was unapproachable. The vessel is resting on its stern with the bow out of water. Her main mast remains, but her fore mast has been blown off.

BRITISH NORTH BORNEO CO.

ANNUAL MEETING.

The forty-nineth half-yearly meeting of the British North Borneo Company was held on 24th ult., at the offices, 37, Threadneedle-street, E.C., Sir Charles J. Jessel (chairman of the company) presiding. The secretary (Mr. H. G. Forbes) having read the notice convening the meeting and the auditors' report,

The Chairman said he thought that they might fairly congratulate themselves on the progress they were making. In 1905 the gross receipts were £113,204, or £15,415 more than they were in 1904, while for 1906 the total receipts amounted to £140,262, or £27,058 more than they were in 1905. This increase was almost entirely owing to land sales, which although a valuable source of revenue, were liable to extreme fluctuations. The land sales in 1905 were represented by the comparatively small sum of £3,413, but for the current year the company had so far sold 8,000 acres, the revenue from which would directly benefit them by about £18,000. Indirectly the

LAND SALES

were of the utmost importance to them, as each sale was a factor by which the revenue became permanently increased. Their land was sold for development and not to people who would "hold it up" for speculative purposes. If the prospects of their rubber companies were extremely promising, the actual results of the operations of their tobacco companies were most encouraging. Just beyond the interior terminus of the railway there was a considerable area of land suitable for the cultivation of tobacco and rubber. For this land they were asking £3 per acre. Although this price was higher than they had yet received for land, it could not be looked upon as excessive if one considered the handsome profit each acre of good land was capable of earning. But it was not so much the price which the directors considered as the indirect benefit annually derived by the company from the employment of labour on the development of their alienated land. The superintendent of their

IMMIGRATION DEPARTMENT

stated in the annual report that the year under review had been one of steady progress. Mr. Penny further stated that although the Chinese were excellent workers and indispensable for estate work, more particularly the heavier labour required for tobacco growing, he thought it would be a great advantage to the country if they could arrange for a permanent supply of Javanese, and the shareholders would be gratified to know that the Dutch authorities had given permission to recruit coolies from Java. Having regard to this, and to the fact that any number of Chinese could always be recruited from China, he thought that they need not have any fear as to the labour supply. He regretted to state that things had not gone on well at

THE MANGANESE MINES,

which were the only serious blot on the year's progress. The abnormal rain, which proved harmless to planting, caused disaster after disaster to the works at the mines, with the result, the directors were informed, that an entirely new system of transport would have to be devised before further ore shipments could be made. The directors were given to understand that steps were being taken to locate by boring the

SMOKELESS COAL

which was found some time ago on the island of Jambongan. If a workable seam of smokeless coal similar to the sample found on the surface were located, it would entirely alter the prospects of the British Borneo Exploration Company, and, in fact, it would very materially alter they own prospects. The Cowie Harbour Coal Company had done excellent work, and their coal was said to be the best local coal east of Suez. After quoting from the remarks made in the *London and China Express* by our own correspondent in the Far East, who described a visit he recently made to the mines, the Chairman went on to say that the traffic receipts and the working expenses of

THE RAILWAY

had been adversely affected owing to the fact that traffic up the gorge was several times suspended owing to numerous land slips. Nevertheless the railway had fulfilled the part assigned to it. He concluded by moving the adoption of the report. Mr. William C. Cowie (managing director), in seconding the motion, expressed great regret that the directors had been unable to recommend the payment of a higher dividend than 3 per cent., but as the large amount standing to the credit of profit and loss account was not a cash surplus, they had practically had no option in the matter. the many urgent calls from Borneo for capital on account of pressing developments had to be continually provided for. Although, however, they were still unable to pay largely dividends, they were steadily and surely building up for the shareholders a valuable heritage.

The Chairman, in answer to questions, stated that the company did not themselves trade. Labuan was no longer under the company's administration, and therefore their receipts and expenditure would be diminished *pro tanto* by the fact that they were not included in the balance-sheet. The system of making the valuations of their assets had been changed, and instead of, as in the past now and then adding £100,000 to the value of their lands and property, the subject would in future be considered every year. The addition of £13,000 for the past year was a very modest amount. After the report was issued it was found that a mistake had been made in regard to the railway accounts. The working expenses were given at £15,441, and the traffic receipts at £6,951, showing a loss of £8,840, but by the last mail information was received stating that the working expenses were £12,382, and the traffic receipts £7,651, or a loss of only £4,730. The net result, as shown in the accounts for 1906, of £48,076 should therefore be increased to £52,725. The company's business last year was greatly affected by the very abnormal weather.

The motion was then put and unanimously adopted.

A TRICKY PRISONER.

The *N. C. D. News* of 9th inst. says:—A young foreigner named John Machado escaped from the British Consular Gaol early yesterday morning in a manner which was somewhat amusing. It appears that Machado was arrested on Friday, the 9th instant, on a charge of having stolen a gold ring. Owing to pressure of business the Portuguese Consular Court only gave the accused a hearing on the following Monday, when he was formally committed for trial; but it was decided to investigate some additional reports which had been made to the police concerning the prisoner, and, with the object of proving if the prisoner were identical with a person alleged to have been guilty of sharp practice upon a Japanese storekeeper of Hongkew, Machado was taken to the shop. While the detective was entering a note in his book, the prisoner slipped through a side door and escaped. Next morning he was rearrested and subsequently was transferred to the British Consular Gaol. About 7.30 a.m. yesterday a warder visited Machado in the cell and evidently walked in past the prisoner, who instantly took advantage of the opportunity presented, and, jumping outside, shut the door and made a prisoner of the warder. It happened, as the prisoner no doubt knew, that the wall of the gaol is being repaired and a portion of the new wall is not quite filled in. No watchman was on duty at the danger spot, however, so the prisoner crawled through the opening and went quietly home, where he changed his clothes, tore the prison garments into threads and related to his brother the story of his escape. The fugitive then left his home and the efforts of the police yesterday and till a late hour last night to recapture the runaway were ineffectual.

CHINESE CIGARETTE FACTORIES.

An extensive bean-oil manufacturer of Newchwang a few months ago established, at a cost of $33,000, a modern cigarette factory. Two cigarette machines of Japanese manufacture were installed, and although the present output is but 100,000, these machines are capable of turning out 140,000 cigarettes daily. Two more machines, at an additional cost of $17,600, will soon be set up and double the present output is figured on. When the factory was first put into operation the entire working force consisted of Chinese. For a time the business was run at a loss, and the owner being suspicious of the head Chinese overseers, discharged them and substituted Japanese instead. Since then the business has been run at a fair profit. Four styles of cigarettes are manufactured, and these are known as the Tower, Gold Dragon, Goldfish and Two Butterflies brands, which sell, respectively, at 88, 83, 66 and 44 cents gold cents per box, the Tower containing 400, the others 500 to a box.

The cartoons are lithographed in colours and are made in Japan. The wording is mostly in English, the reverse side of the package having a few Chinese characters. The factory is known as the Te Fang Cigarette Company. The tobacco used in the three better varieties is American leaf purchased from Chinese importers in the south of China. The Japanese overseer informed me that all the American tobacco used was a North Carolina leaf. The cheapest grade of cigarette made in this factory is the Two Butterflies variety, and the tobacco used is a mixture of Chinese and American leaf.

It may be that the owner is one of the most wealthy Chinese merchants in the province, and, having a large capital at his command, it is possible that he may become a prominent factor in the cigarette industry of Manchuria. The Te Fang factory employs about eight workmen, the majority of whom are boys. The wages range from $1 to $1.65 per month for the boys and from $3.60 to $5.50 per month for the more experienced workmen. These wages include their food, which consists of two meals per day. A boy, on commencing work, receives $1 per month; after three weeks he receives an increase, and at the expiration of three months, if proficient, he receives the limit of $3 per month. The men receive $3.60 at the start, and this sum is gradually increased to the limit of $5.50.

The factory is conducted in a well-regulated manner and the surroundings are surprisingly clean. The cutting, drying and cooling machines are modern and are also of Japanese manufacture. The entire success of the plant is attributed to the Japanese overseers, who are most energetic workers and thoroughly understand the Chinese workmen and their methods. The Japanese are experts in the cigarette business, having spent some years in the service of the Government cigarette monopoly in Japan.—*Consular Report.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/2⅜
Do. demand	2/2 7/16
Do. 4 months' sight	2/3⅜
France—Bank T.T.	2.77
America—Bank T.T.	53⅜
Germany—Bank T.T.	2.25⅛
India T.T.	164⅛
Do. demand	164⅜
Shanghai—Bank T.T.	72⅜
Singapore T.T.	61 ⅞ prem.
Japan—Bank T.T.	107⅛
Java—Bank T.T.	132⅛
Buying.	
4 months' sight L/C.	2/3 1/16
6 months' sight L/C.	2/3 5/16
30 days' sight San Francisco & New York	54⅜
4 months' sight do.	55⅜
30 days' sight Sydney and Melbourne	2.3 5/16
4 months' sight France	2.83
6 months' sight "	2.85
4 months' sight Germany	2.32
Bar Silver	31 3/16
Bank of England rate	4½ %
Bank of France	3½ %
Sovereign	$4.07

To-day's Advertisements.

HONGKONG HOTEL.

—MENU.—

SATURDAY, August 24th, 1907.

DINNER.

HORS D'ŒUVRES.
Macasar Fish and Olive Croutons.

SOUP.
Clear Soup.

FISH.
Stewed Fish and Shrimp Sauce.

ENTREES.
Grilled Pigeon.
Haricot Mutton.
Sweetbread Cromeskies.

CURRY.
Vegetable Curry.

JOINTS, &c.
Roast Ribs of Beef and Yorkshire Pudding.
Roast Capon and Bread Sauce.
Boiled Corned Leg of Pork and Pease Pudding.
Cold Leicester Pie and Cucumber Salad.

SWEETS.
Macaroni Pudding.
Ratafia Ice Cream and Finger Cakes.
Tipsy Cakes.
Cheese Straws.

DESSERT.
Coffee. Fruits. [770

H. PRICE & CO., LD.

NOTICE is hereby given that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held in the Offices of the Company, 12 Queen's Road Central, on WEDNESDAY, the 4th September, 1907, at 3 P.M.

By Order of the Board of Directors,
A. E. ROBINSON,
Manager.

Dated this 23rd day of August, 1907. [771

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,
the 26th August, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE and SINGLE IRON BEDSTEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c.;
ALSO
One COTTAGE PIANO by Collard & Collard, London.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd August, 1907. [772

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,
The following:—
Single Screw Steam Tug
"SOLENT,"
Length over all 100 ft.
Breadth 17½ ft.
Load displacement 150 tons.
Built by Cox & Co, Falmouth, 1885.
Propelling Machinery—one set of surface condensing compound engines.
Fitted with steam capstan and winch, crane derrick and steam training engines.
3 bladed gun-metal propeller, &c., &c.
This vessel to be sold as she now lies in the Naval Yard Camber.
The Admiralty will not be responsible for any errors in the foregoing description.
The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).
Inspecting orders can be obtained from the Auctioneers.
TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd August, 1907. [773

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 24th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 23rd August, 1907. [6

Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS

BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from $750.

Hongkong, 22nd August, 1907. 1752

IF YOU KNOW A GOOD

"SCOTCH"

WHEN YOU TASTE IT YOU WILL APPRECIATE THE MANY GOOD QUALITIES OF

"PERFECTION."

A GREAT REPUTATION
IS ONLY WON BY GREAT ACHIEVEMENTS

D. & J. McCALLUM'S

"PERFECTION" SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

That is Why

WHEN ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR

SOLE AGENTS:

H. PRICE & CO., LD.,
WINE MERCHANTS,
12 Queen's Road Central.

TRY IT WITH

"TANSAN"

PER CASE 12 BOTTLES.....$16.00
10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.
Hongkong, 9th August, 1907. [54

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	Proposed Sailings. Leave Hongkong	Arrive Vancouver
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with this Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, *Corner Pedder Street and Praya.* [11

Hongkong, 14th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE & MOJI	*NAMSANG†*	TUESDAY, 27th Aug., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*FOOKSANG**	THURSDAY, 29th Aug., 3 P.M.
MANILA	*LOONGSANG**	FRIDAY, 30th Aug., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	$ 65	$100
Penang "	85	130
Calcutta "	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers. [6

Hongkong, 23rd August, 1907.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
NINGPO & SHANGHAI	"LIANGCHOW"†	24th Aug., 4 P.M.
AMOY, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	26th " "
MANILA	"TAMING"*	27th " "
SHANGHAI & YONGAMPO	"CHANGCHOW"†	27th " "
HOIHOW and HAIPHONG	"HUPEH"†	28th " daylight.
SWATOW & SHANGHAI	"KIUKIANG"†	28th " Noon.
CHINKIANG	"KANCHOW"	28th " 4 P.M.
SWATOW & SHANGHAI	"LINAN"†	28th " "
SWATOW & SHANGHAI	"CHINKIANG"†	31st " "
CEBU & ILOILO	"KAIFONG"	31st " "
SWATOW & SHANGHAI	"SHAOHSING"†	31st " "
MANILA, ZAMBOANGA & COLONIES	"TSINAN"*†	7th Sept. "
YOKOHAMA & KOBE	"CHINGTU"*†	10th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [7

Hongkong, 23rd August, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
RUBI	2540	Almond	"	SATURDAY, 14th Sept., 1907

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS. [5

Hongkong, 19th August, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

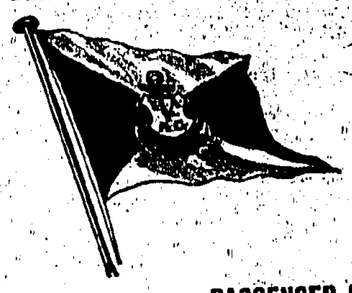
Steamship To sail

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents. [8

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers with **912,000** Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA,—HABSBURG,—HOHENSTAUFEN,—SILESIA,—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**

NEXT SAILINGS FROM HONGKONG.

Outward.		Homeward.	
RHENANIA	1st Sept.	HABSBURG	4th Sept.
HOHENSTAUFEN	1st Oct.	RHENANIA	4th Oct.
SILESIA	2nd Nov.	HOHENSTAUFEN	30th Oct.

Hongkong, 21st August, 1907. [3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail on
"GLENFARG"*	3,500	THURSDAY, 29th Aug., Noon
"KASATO MARU"	6,100	About Middle of October, 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.

Hongkong, 20th August, 1907. [15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Tremont†	9,606	T. W. Garlick	10th Sept.
*Buyerie**	—	—	1st Oct.
*Kumeric**	—	—	15th Oct.

* Cargo only.

† Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION; ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 6th August, 1907 [13

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office,

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907. [61

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th August, 1907. [726

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SATSUMA" ..... 7th Sept.
S.S. "SIKH"* ..... 5th Oct.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" .....14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st August, 1907. [64

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60

DR. M. H. CHAUN,
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905 [61

For Sale.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906 [47

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [53

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	20
" Breast—Ngau Lam	"	15
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
" " Sirloin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	55
" Heart—Ngau Tau	"	80
" Heart—Ngau Sum	per lb	12
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Keok	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	lb	12
" Tripe (undressed)—Ngau To	"	7
Calves' Head and Feet—Ngau-chai-tau-keok	set	1.00
Mutton Chop—Yeung Pai Kwat	lb	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	24
" Brains—Chi Know	per set	2
" Feet—Chi Keok	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	12
" Heart—Chi Sum	each	9
" Kidneys—Chi Yiu	pair	8
" Liver—Chi Kon	lb	28
Pork, Chop—Chi Pai Kwat	"	21
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	22
" Fat or Lard—Chu Yau	"	16
Sheep's Head and Feet—Yeung Tau Keok	set	60
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	"	—
Suet, Beef—Sang Ngau Yau	"	16
" Mutton—Sang Yeung Yau	"	24
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai Yuk Tong	"	30

POULTRY.

Chicken—Kai Chai	lb	32
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	17
Doves—Pan Kau	each	15
Eggs, Hen—Kai Tan	per doz.	—
Fowls, Canton—Kai	lb	34
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	24
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	$ —
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridges—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	25
" Hoihow—Hoihow Pak Kup	"	20
Quail—Um Chun	"	—
Rice Birds—Wo Fa Chauk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	60
" Hen— " " Na	"	45
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	"	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ka Yu	lb	12
Bream—Bin Yu	"	14
Canton Fresh Water Fish—Hoi Sin Yu	"	15
Carp—Li Yu	"	18
Catfish—Chik Yu	"	11
Codfish—Mun Yu	"	14
Crabs—Hai	"	16
Cuttle Fish—Muk Yu	"	13
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lun	"	11
Dog Fish—Tit Tu Sa	"	9
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	14
" Yellow—Wong Sin	"	28
Frogs—Tien Kai	"	40
Garoupa—Sek Pan	"	17
Gudgeon—Pak Kup Yu	"	13
Herrings—Tso Pak	"	21
Halibut—Cheung Kwan Yu	"	34
Labrus—Wong Fa Yu	"	18
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	35
Mackerel—Chi Yu	"	17
Monk Fish—Mop Yu	"	24
Mullet—Chai Yu	"	22
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	14
Perch—Tan Loo	"	33
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	18
Pomfret, Black—Hak Chong	"	22
Pomfret, White—Pak Chong	"	32
Prawns—Ming Ha	"	48
Ray—Pei Pa Sa	"	9
Rock Fish—Sek Kau Kung	"	15
Roach—Chun Yu	"	28
Salmon, (C'ton), fresh water—Ma Yau Yu	"	32
Shark—Sa Yu	lb	9
Skate—Po Yu	"	10
Shrimps—Ha	"	24
Snapper—Lap Yu	"	22
Soles—Tat Sa Yu	"	26
Tench—Wan Yu	"	18
Turbot—Cho How Yu	"	20
Turtles, small, fresh water—Kook Yu	"	60
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	18
Apples, (California)—Kam San Ping Ko	"	22
" (Chefoo)—Tin Chun Ping Ko	"	12
" Small—Hoi Tong	"	8
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu	lb	3
" (brides), Macao—San Heung Chiu	"	6
Chestnuts, Chinese—Foong Lut	"	—
Carambola—Yeung Tou	"	8
Cocoanuts—Yeh Tsz	each	10
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	"	8
" Amer.—Kum San Ning Moong	"	4
Lichees, Small Stone—Lai Chi Con	"	—
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	8
Mango, Manila—Lui Sung Mong	"	—
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (American)—Kam San Tim Chang	lb	—
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	8
Passion Fruit	each	—
Pears, (American)—Kam San Shui Li	lb	—
" (Canton), Cooking—Sa Li	"	8
" (Shanghai)—Sheung Hoi Li	"	18
Peanuts,—Fa Sang	"	10
Persimmons, Large,—Hung Chie	"	16
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	10
" 2nd cooking—Chung-tang Paw-law	"	8
Plantains—Tai Chiu	lb	2
Plums, Swatow—Hung Lai	"	—
Pumelo, Siam—Chim Lo Yau	each	10
Walnuts, Hop Tou	"	12
" Green—Sang Hop Tou	"	6
Shanghai Lo Kwat	lb	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	—
Beans, (French) Macao—Oh Moon Pin Tau	"	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	4
Beans, Long—Tau Kok	"	8
Beet Root—Hung Chui Tau	each	7
Brinjals, Green—Cheng Yuen Ker	"	4
Brinjals, Red—Hung Ker	"	4
Brassica—Pak Choi	"	4
Bamboo Shoots—Chook Shun	"	3
Cabbage, Chinese, com.—Kai Choy	"	4
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	6
Cane Shoots, bunch—Kau Shup	"	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	6
Celery, Chinese—Tong Kan Choy	"	4
Celery, English—Yeung Kan Choi	"	8
Celery, White—Pak Yeung Kan Choi	"	—
Chillies, Dried—Con Lat Chiu	"	8
" Red—Hung Fa "	"	8
" Green—Cheng Lat Chiu	"	7
Curry Stuff, English—Ka Lee Choi Liu	"	—
Cucumbers—Cheng Kwa	"	2
Bitter Squash—Fu Kwa	"	6
Garlic—Suen Tau	"	8
Ginger, young—Sun Tsz Keung	"	7
" old—Lo Keung	"	7
Horse Radish, Shanghai—Lik Kan	lb	25
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Choi	each	7
Water Chesnuts—Ma Tai	"	8
" Mandarin—Kwei Lum Ma Tai	"	8
Musk Melon	"	—
Mushrooms, Fresh—Sang Cho Kho	"	—
Onions, Bombay—Yeung Chung Tau	"	6
" Green—Sang Chung	"	4
" Shai—Sheung Hoi Chung Tau	"	6
" Japan—Yat Poop "	"	—
Okroes—Mo Ker	"	—
Parsley, English—Yeung Un Sai	lb	5
Gradus Pea	"	—
Green Peas—Cheng Tau	"	—
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tsai	"	3
" Japan—Yat Poon Shu Tsai	"	3
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	3
" Macao—Oh Moon " "	"	—
Pumpkin—Toong Kwa	"	3
Radish—Hung Lo Pak Tsai	dozen	—
Rhubarb	"	—
Shalots—Cop Chung Tau	lb	—
Spinage (Chinese)—Paw Choi	"	4
Spinach—Yin Choi	"	4
Tomatoes—Fan Ker	"	6
Taros—Wu Tau	"	5
Turnips, Purple (Long)—Low Pak	"	4
" English—Yeung Low Pak	piece	—
Vegetable Marrow—Chit Kwa	"	3
Water Cresses—Sai Yeung Choi	"	10
" Caltrops—Lan Kok	lb	—
" Lily Roots—Lin Ngau	"	3
Yams—Tai Shu	"	3
Sage	per bundle	—

C. W. BENTY,
Inspector of Markets.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

For Sale.

PABST BREWING COMPANY
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [54

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.
From $120 to $150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL, ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
31, D'AGUILAR STREET and KOWLOON.
Hongkong, 19th July, 1907. [467

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM PARLANE,
Manager.
Hongkong, 22nd June, 1907. [613

Shipping.

Arrivals.

Tartar, Br. s.s., 2,767, H. Davison, R.N.R., 22nd Aug.,—Vancouver 25th July, and Shanghai 19th Aug., Gen.—C. P. R. Co.

Nam Sang, Br. s.s., 4,035, F. E. Wheeler, 22nd Aug.,—Calcutta via Penang and Singapore 17th Aug., Gen.—J., M. & Co.

Aberlour, Br. s.s., 2,861, P. K. Barnet, 22nd Aug.,—Keelung 20th Aug., Gen.—S., T. & Co.

Nord, Br. s.s., 1,160, Prynn, 22nd Aug.,—Singapore 15th Aug., Oil.—Mr. Geo. McBain.

Haimun, Br. s.s., 636, A. L. Robson, 23rd Aug.,—Foochow 20th Aug., Amoy 21st, and Swatow 22nd, Gen.—D., L. & Co.

Shinchiku Maru, Jap. s.s., 3,127, T. Saito, 23rd Aug.,—Moji 17th Aug., Coal.—O. S. K.

Clearances at the Harbour.

Chiyuen, for Shanghai.
Aberlour, for Singapore.
Prinz Sigismund, for Kobe.
Nord, for Chinampo.
Hongwan J, for Amoy.
Kiyo Maru, for Saigon.
Arcadia, for Singapore.
Sanuki Maru, for Kobe.
Rubi, for Manila.
Yuensang, for Manila.

Departures.
Aug. 23.

Malta, for Shanghai.
Quarta, for Macassar.
Tingsang, for Tourane.
Chihli, for Hoihow.
Telv, for Bangkok.
Agamemnon, for Shanghai.
Nanchang, for Newchwang.
Chiyuen, for Shanghai.
Chunsang, for Moji.
Prinz Sigismund, for Japan,
Sanuki Maru, for Japan.
Yuensang, for Manila

Passengers arrived.

Per *Namsang*, from Singapore—1,054 Chinese, and 1 Japanese.

Per *Tartar*, from Vancouver—Messrs. C. Teller, L. Zemanin and H. S. Waddell. From Yokohama—Mr. P. Mark. From Kobe—Mr. T. M. Gregory. From Shanghai—Mrs W. J. Crawford, Messrs W. Glendening, Perkudder, and 54 Chinese.

Per *Haimun*, from Coast Ports—Rev. P. C. Arranz, Misses C. Beriani, A. Carranza, Mr. Lowe, 2 Europeans and 85 Chinese in steerage.

Shipping Reports

Str. *Nord*, from Singapore:—Fine weather.

Str. *Haimun*, from Coast Ports:—Light variable winds and fine weather.

Str. *Shinchiku Maru*, from Moji:—Fine weather and moderate breeze with moderate sea generally.

Str. *Aberlour*, from Keelung:—Strong Northerly wind and sea to Breaker Point.

Str. *Namsang*, from Calcutta and Straits:—From Singapore to Lat. 13 N.—Moderate S.W. monsoon and sea, fine clear weather; thence to port gentle N.W. wind with moderate N.E. swell, fine and clear.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Vigilante ..... at Kowloon Dock
Hercules ..... " " "
Glenfarg ..... " " "

VESSELS IN PORT.

STEAMERS.

Aikoku Maru, Jap. s.s., 2,467, T. Yoshihara, 20th Aug.,—Moji 12th Aug., Coals.—M. B. K.

America Maru, Jap. s.s. 3,460, Philip H. Going, 19th Aug.,—San Francisco 18th July, and Manila 16th Aug., Mails and Gen.—T. K. K.

Andrée Ric mers, Ger. s.s., 4,173, Birr, 18th Aug.,—Moji 12th Aug., Coal.—Order.

Anghin, Ger. s.s., 1,168, Chr. Rümpel, 20th Aug.,—Bangkok 9th Aug., Rice and Teak.—B. & S.

Arcadia, Br. s.s., 3,614, A. C. Valentin, 22nd Aug.,—Shanghai 20th Aug., Mails and Gen.—P. & O. S. N. Co.

Changchow, Br. s.s., 1,828, H. Walker, 17th Aug.,—Saigon 13th Aug., Rice.—B. & S.

Chinkiang, Br. s.s., 1,200, F. Robertson, 21st Aug.,—Saigon 17th Aug., Rice.—B. & S.

Derwent, Br. s.s., 1,562, J. Jenkins, 16th Aug.,—Swatow 15th Aug., Ballast.—Man Fat & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 27th July,—Vancouver 9th July, and Shanghai 25th, Mails and Gen.—C. P. R. Co.

Glenfarg, Br. s.s., 2,35 , H. W. L. Holman, 16th Aug.,—Kobe 11th Aug., Gen.—T. K. K.

Haitan, Br. s.s., 1,183, J. S. Roach, 20th Aug.,—Foochow 17th Aug., Amoy 18th, and Swatow 19th, Gen.—D., L. & Co.

Heimdal, Nor. s.s., 762, F. Johnsen, 12th Aug.,—Saigon 7th Aug., Rice.—Aagaard, Thoresen & Co.

Hinsang, Br. s.s., 1,136, A. G. Smith, 18th Aug.,—Kutchinotzu, 13th Aug., Coal.—J., M. & Co.

Hong Wan J, Br. s.s., 2,065, J. L. Kinghorn, 22nd Aug.,—Singapore 16th Aug., Gen.—Chinese.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 21st Aug.,—Tamsui 18th Aug., Gen.—O. S. K.

Kanchow, Br. s.s., 1,217, McIntosh, 21st Aug.,—Hongay 17th Aug., Coal.—B. & S.

Kjeld, Nor. s.s., Hellsoe, 16th Aug.,—Moji 9th Aug., Coal.—Order.

Kohsichang, Ger. s.s., 1,300, C. Rosiefsky, 19th Aug.,—Kohsichang 13th Aug., Rice and Timber.—Windsor & Co.

Liangchow, Br. s.s., 1,229, Harder, 21st Aug.,—Amoy 20th Aug., Ballast.—B. & S.

Machew, Ger. s.s., 996, R. G. Zöllner, 21st Aug.,—Swatow 20th Aug., Rice and Wood.—B. & S.

Mausang, Br. s.s., 1,644, R. Houghton, 9th Aug.,—Sandukan 4th Aug., Timber.—J., M. & Co.

Mercedes, Br. s.s., 4,496, J. S. McGregor, 19th Aug.,—Hakodate 10th Aug., Ballast.—Admiralty.

Nikkai Maru, Jap. s.s., 1,144, W. Nakagawa, 15th Aug.,—Hongay 12th Aug., Coal.—Mr. Bune.

Pheum-Penh, Br. s.s., 1,625, J. H. Scott, 15th Aug.,—Saigon 11th Aug., Rice and Meal.—Wo Fat Sing.

Phuyen, Fr. s.s., 1,249, Bouisson, 31st July,—Saigon 26th July, Rice.—B. & Co.

Prometheus, Nor. s.s., 1,023, O. Cornelenssen, 18th Aug.,—Bangkok 8th Aug., Rice.—N. Y. K.

Rajah, Ger. s.s., 2,018, R. Petersen, 14th Aug.,—Bangkok 7th Aug., Rice and Timber.—B. & S.

Rubi, Br. s.s., 1,626, R. W. Almond, 19th Aug.,—Manila 17th Aug., Gen.—S., T. & Co.

Siberia, Am. s.s., 5,655, A. Zeeder, 21st Aug.,—San Francisco 25th July, and Shanghai 18th Aug., Mails and Gen.—P. M. S. S. Co.

Skramstad, Nor. s.s., 860, O. Hanssen, 21st Aug.,—Saigon 17th Aug., Rice.—Aagaard, Thoresen & Co.

Tjiliwong, Dut. s.s., 3,061, N. van Wych Jurriaanse, 18th Aug.,—Macassar 9th Aug., Gen. and Sugar.—J. C. J. L.

Victoria, Swed. s.s., 1,110, J. A. Hellberg, 4th Aug.,—Java 25th July, Sugar.—Aagaard, Thoresen & Co.

SAILING VESSELS.

King George, Br. ship, 2,057, J. C. White, 21st July,—Swatow 5th July, Ballast.—S. O. Co.

Lyndhurst, Br. 4-masted ship, 2,50 , Parnell, 26th July,—Kobe 1st June, Ballast.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of China	Shanghai	C. P. R. Co	Aug. 21
Sikh	Singapore	D. & Co., Ltd	Aug 24
Liberia	Singapore	H. A. L.	Aug. 25
Saxonia	Shanghai	H. A. L.	Aug. 25
Tango Maru	Shanghai	N. Y. K.	Aug. 25
Indravelli	Singapore	S., T. & Co	Aug. 26
Kumsang	Singapore	J., M. & Co	Aug 26
Socotra	Singapore	P. & O. Co	Aug. 26
Prinz Heinrich	Singapore	M. & Co	Aug. 29
P. R. Luitpold	Japan	M. & Co	Aug. 27
China	Japan	P. M. Co.	Aug. 28
Alesia	Japan	P. & A. Co.	Aug. 28
Yawata Maru	Thursday I	N. Y. K.	Sept. 2
Kagoshima M.	Bombay	N. Y. K.	Sept. 7

The Ships Passed Canal.

23rd July—*Prinz Eitel Friedrich, Devanha, Hydra.* 26th July—*Agamemnon, Lennox, Nubia, Indravelli, Sanuki Maru, Tourane, Brasilea.* 30th July—*Glenavon, Flintshire, Lompsor, Hitachi Maru, Roon, Segovia, Sikh, Braunfels, Norman Prince, Whitecrest.* 2nd August—*Orbi, Achilles, Antenor, Sydney, Liberia.* 6th Aug.—*Benvenue, Braemar, Manila, Prinz Heinrich, Oceanien, Rhenania, Hyson.* 9th August—*Myrmidon, Australien, Para, Menelaus, St. Domingo, Tamba Maru.* 9th August—*Persia.* 13th August—*Frankby, Indrasamha, Oanfa, Oopack, Cardiganshire, Christiania, Preussen, Kanagawa Maru, Ratho.* 16th August—*Borneo, Ernest Simons, Tydeus, Belgravia.* 20th August—*Benmohr, Syria, Breconshire, Ulysses.*

Arrivals at Home—12th July—*Formosa.* 16th July—*Gneisenau, Hohenstaufen.* 18th July—*Poona, Nora.* 23rd July—*Benmohr, Kamakura Maru, Montrose.* 25th July—*Malacca.* 26th July—*Scharnhorst, Australien, Prometheus, Erroll.* 30th July—*Glenearn, Trisk.* 2nd August—*Indramayo, Indrani.* 6th August—*Glenlogan, Roon, Hitachi Maru.* 7th August—*Devanha.* 9th August—*Nubia.* 13th August—*Glenavon, Segovia, Shimosa.* 16th August—*Flintshire, Achilles.* 20th August—*Preussen, Kanagawa Maru, Benledi, Hyson, Lennox.*

	Aug. 22 at 10 a.m.	Aug. 22 at 4 p.m.
Barometer	29.66	29.55
Temperature	85	86
Humidity	73	64
Rainfall	—	—

Post Office.

A Mail will close for:—

Bangkok—Per *Machew*, 24th Aug., 9 A.M.

Swatow and Bangkok—Per *Kohsichang*, 24th Aug. 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 24th Aug., 10 A.M.

Manila—Per *Rubi*, 24th Aug., 10 A.M.

Singapore, &c., India *viâ* Tuticorin—Per *Prinz Regent Luitpold*, 28th Aug., 11 A.M.

Chinkiang—Per *Kanchow*, 28th Aug., 3 P.M.

Swatow and Shanghai—Per *Liman*, 28th Aug., 3 P.M.

Karatsu, Kobe, Yokohama, Callao, and Iquique—Per *Glenfarg*, 29th Aug., 11 A.M.

Singapore, Penang and Calcutta—Per *Feoksang*, 29th Aug., 2 P.M.

Colombo, Naushahr, Aden, Marseilles, London and Vancouver, B.C.—Per *Empress of Japan* 29th Aug., 3 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 31st Aug., 10 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia* 31st Aug., 1 P.M.

Cebu and Iloilo—Per *Kaifong*, 31st Aug., 3 P.M.

Swatow and Shanghai—Per *Shaohsing*, 31st Aug., 3 P.M.

Swatow and Shanghai—Per *Chinkiang*, 31st Aug., 3 P.M.

Keelung, Moji Kobe, Yokohama and Portland, Or.—Per *Alesia*, 1st Sept., 9 A.M.

Singapore, &c., India, *viâ* Tuticorin—Per *Polynesien*, 3rd Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 7th Sept., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 7th Sept., 1 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 11th Sept., 11 A.M.

Manila, Ft. Wilhelmina, Herbertshohe, Matupi, Simpsonhafen, Brisbane, Sydney, Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston and New Zealand—Per *Prinz Sigismund*, 12th Sept., 11 A.M.

VISITORS AT THE HOTELS.

CONNAUGHT.

Bains, I. W.
Brunck, Mr. and Miss
Chokler, A.
Dietrich, J.
Fallock, H. C.
Fletcher, Pit
Graw, E. W.
Greenwald, Louis
Herbert, C
Jones, D. W.
Lee Chuk Shing
McClure, J. A.
McClure W. G.
Mansion, W. J.
Peterson, J. B.
Pearson, R. W.
Souza, Dr. E. L.
Young, J. D.

OCCIDENTAL.

Brown, Mr. W. S.
Capell, Mr. and Mrs. I. R. and 2 children
Farrow, Mr. and Mrs. J. L.
Gow, W.
Gow, Mrs. W. and 2 children
Lowe, F. C.
Munro, Miss A.
Pellen, Mr.
Piper, C.
Simpson, Mr. and Mrs. T. K.
Simpson, Mrs W. M and child
Tabut, D.
Thomas, Lt.-Comdr. L.
Whyte, Mr. and Mrs. R. and child

KOWLOON.

Andersen, H
Francisco, Juraschi
Grainger, Capt.
Hansen, P.
Harding, Reginald
Hunt, E.
Kelling, C.
Lowner, O.
Oilbrecht, Mr.
Robertson, Mrs.
Rudolph, K.
Tanner, Paul
Witzulnesky, R.

HONGKONG.

Abraham, E. S.
Adams, P. R
André, B.
Andrew, J. I.
Bachelor, J.
Battiscombe, H. G.
Beattie, R. B.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blackmore, F. W. G.
Blunn, A. B.
Bonnet, F.
Booker, H. W.
Brayfield, T.
Broxup, C. T.
Bye, A. Vander Does de
Carpenter, E. W.
Carter, A.
Cheshire, F. D.
Chinchen, S. J.
Cobb, A. H.
Colvin, H. E.
Cruickshank, A.
Cruickshank, J.
Deane, T. P.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dufour, H.
Dunrich, A. E.
Einstmann, W.
Fairchild, H. J.
Farmer, F. M.
Fisher, H. G.
Franklin, C. B.
Franklin, G. G.
Frost, B. L.
Fukuda, N.
Gomes, J.
Gray, Mrs. L. & infant
Gregory, A.
Griffith, Major E. W.
Gubbay, Y. A.
Hall, Capt. T.
Hannan, C. G.
Hanron, J.
Hewett, Hon. Mr. E. A.
Howard, E.
Hunter, R.
Innes, Capt. R.
Jack, Mrs. C. M.
Jacoby, Mrs C.
Jacoby, Miss I. H.
Johnson, R. C. K.
Jukl, L. P. F.
Joseph, Mr. and Mrs.
Joseph, M. R.
Joughin, J. C.
Katsch, E. A.
Knight, W. B.
Kunzi, P.
Laing, A. H.
Lemert, Miss H. O.
Linton, P.
Logan, W.
Logan, Mrs. W.
Lühring, E.
Malden, G. F.
Marriott, Dr. O.
Martin, C.
Meek, T.
McIntosh, G. C.
Moore, Dr. and Mrs. W. B. A.
Newborn, R. H.
Osbor , L.
Paine, A. E.
Peake, W.
Pinnell, W.
Pfordten, A. R. Von der
Powell, W. A.
Preshaw, C. M.
Pugh, A. J.
Pumfrett, A. J.
Purcell, J. L.
Ray, E. H.
Renner, L.
Rogers, G. W.
Smith, Mrs. A. G.
Spittles, J. S.
Spurge, H. S.
Stebbing, W. T.
Stevens, Rev. A.
Waddill, H. S.
Teller, C. B.
Thompson, Miss H. M.
Thompson, Mrs. M. I.
Toledano, Th.
Topless, H. J.
Tricker, C. H.
Walker, W. B.
Williams, J. T. L.
Wishart, I. B.
Wishart, L. I.
Woods, J. D.
Wright, R. J. L.
Young, A. H.
Zemaon, J. P.

KING EDWARD.

Addie, Miss
Almond, Capt. & Mrs. Russell
Bates, Mr. and Mrs. C.
Blanke, Dr. Med.
Bramley, Harry
Corse, Jr., G. H.
Ehrtardt, Capt.
Gee, A. H.
Gibbs, A. D.
Harman, Mr. and Mrs.
Hemrick, A.
Jackson, Mrs. & child
Jones, H. A.
Joseph, J. E.
Lloyd, Geo. T.
Loyal, Dr.
Macleod, A.
Marshall, J.
Nicholson, D. M.
Newson, Mr. and Mrs. and child
Passmore, Mrs. W. C.
Peacock, Miss Annie
Pearman, H.
Schindewolf, Mr. and Mrs.
Siebert, Dr.
Silverstone, Mr. & Mrs. S.
Silverstone, Arthur H.
Silverstone, M. L.
Silverstone, M. S.
Stevenson, D. V.
Stephenson, Miss M.
Story, G. F.

PEAK.

Belson, Mrs
Blair, Mr. and Mrs, D. K.
Bonham, Capt.
Brondwood, C.B., H.E. Major General K. G.
Carruthers, E. S.
Chalmers, J. H.
Clegg, Eng. Lt. and Mrs,
Cochrane, Mr.
Darling, Col.
Davies, Hon. W. Rees
Ede, Mr. and Mrs.
Eissler, M.
Elliott, Mr. and Mrs.
Ellis, A.
Ellis, Mr. and Mrs.
Ellis, Mr. & Mrs. S. H.
Fischer, R.
Fraser, Mr.
Fremantle, Lt.-Comdr. and Mrs.
Fuchs, Mr.
Galbraithe, Mr.
Gelsthrope, Mr.
Gibson, Mr.
Grove, Mr.
Hancock, Mr.
Harding, Mr. and Mrs.
Haron, J.
Hareland, F. A.
Hell, P.
Hockaday, W. T.
Kent, R.A., Col.
Leverett, Mr.
Mackenzie, A.
Major, Mr. and Mrs.
Martin, R.
Marshall, Mr.
Mast, E.
McCoffery, Mr. & Mrs.
McIsaac, Mrs.
Mitchell, R.
Moss, D. K.
Osborne, Mr. and Mrs.
Pasquet, Madame
Pereira, Consul & Mrs.
Perkins, Mr. and Mrs. J. L.
Reid, Lieut.-Col.
Rissland, Mr. & Mrs. H.
Ross, Major R. J.
Russell, Mr. and Mrs.
Sayer, G. W.
Sinclair, A.
Smith, A. Findlay
Synnot, Capt. A. Hart
Vipan, Mrs. and Miss
Watkins, Mr. and Mrs.
Wilder, A. P.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Bent, Mrs. H.
Bonnar, Mr. and Mrs. J. W. G.
Child, Rev. & Mrs. F.
Clothier, Mr. and Mrs. H. W.
Darton, F. H.
Denison, Misses (2)
Gittins, A.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Crowther
Smith, Mr. and Mrs. Grant
Smith, Percy

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 23rd at 1.55 a.m.—The barometer has fallen moderately to considerably over the Loochoos and S. Japan, and a slight fall has taken place also over the China coast and Formosa. It has risen slightly in the Philippines.

The depression remains very much elongated in a S.W. and N.E. direction, and differences of pressure at stations situated near its major axis, S. Formosa to S.W. Japan, are small. Probably the area of actual lowest pressure is still situated to the E.S.E. of the Loochoos, and it appears to be moving slowly northwards.

Pressure is high, about 0.1 inch above the normal over E. Hokkaido, and in defect by between 0.3 and 0.4 inch over the Loochoos, and by about 0.2 inch over S. Japan, S. China, Formosa and Luzon.

Fresh N. to N.W. winds are likely to prevail in the Formosa Channel, and freshening W. to S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, W. to S.W. winds, moderate or fresh; fair to showery.
2.—Formosa Channel, N. to N.W. winds, fresh.
3.—South coast of China between Hongkong and Lamocks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

August 22nd, 1907, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.01	—	—	NE	2	—
Hakodate		"	29.93	—	—	E.	6	—
Tokio		"	29.87	—	—	NW	4	—
Kochi		"	29.72	—	—	SW	2	—
Nagasaki		"	29.68	—	—	—	0	—
Kagoshima		"	29.64	—	—	E	6	—
Oshima		"	29.53	—	—	N	6	—
Naha		"	29.54	—	—	NE	4	—
Ishigakijima		"	29.58	—	—	N	2	—
Chefoo	6	a.m.	29.71	74	90	NW	2	o
Weihaiwei	9	a.m.	29.71	76	—	NW	2	o
Hankow	6	a.m.	29.79	81	87	NNW	2	b
Kiukiang		"	29.72	83	83	NE	1	b
Shanghai	9	a.m.	29.69	86	68	SSE	1	c
Gutzlaff		"	29.68	85	76	SE	1	bvm
Sharp Peak		"	29.64	84	83	NNE	3	b
Amoy	6	a.m.	29.68	85	76	NE	3	c
Swatow		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.61	—	—	E	2	—
Taichu		"	29.57	—	—	E	2	—
Tainan		"	29.56	—	—	NE	2	—
Koshun		"	29.54	—	—	NE	8	—
Pescadores		"	29.53	—	—	NE	4	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.66	85	73	W	2	c
Victoria Peak		"	—	—	—	NW	2	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	29.68	85	—	N	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James	6	a.m.	—	—	—	—	—	—
Aparri		"	—	—	—	—	—	—
Manila	10	a.m.	29.69	81	92	SSW	0	o
Legaspi	6	a.m.	29.65	77	—	SW	1	o
Bacolod	9	a.m.	—	—	—	SW	1	opq
Iloilo		"	29.78	82	—	SW	5	or
Cebu		"	29.82	85	—	S.	5	c
Labuan		"	29.82	83	—	—	—	—

August 23rd, 1907, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.01	—	—	—	0	—
Hakodate		"	29.8	—	—	E	6	—
Tokio		"	29.75	—	—	N	2	—
Kochi		"	29.52	—	—	SW.	2	—
Nagasaki		"	29.56	—	—	NE	2	—
Kagoshima		"	29.52	—	—	NW	2	—
Oshima		"	29.45	—	—	N	6	—
Naha		"	29.46	—	—	N	6	—
Ishigakijima		"	29.50	—	—	—	0	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29.68	78	—	NE	2	ovr
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang		"	29.67	80	96	—	0	c
Shanghai	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	—	—	—	—	—	—
Sharp Peak		"	29.59	86	80	NE	2	b
Amoy	6	a.m.	29.58	85	76	NE	1	b
Swatow		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.56	—	—	SE	0	—
Taichu		"	29.54	—	—	—	0	—
Tainan		"	29.50	—	—	SE	2	—
Koshun		"	29.51	—	—	NW	2	—
Pescadores		"	29.49	—	—	N	8	—
Canton	9	a.m.	29.62	87	76	—	0	b
Hongkong	10	a.m.	29.72	87	72	W	2	c
Victoria Peak		"	—	—	—	SW	2	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	29.63	86	—	SW	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	29.69	81	92	SSW	0	o
Legaspi	6	a.m.	29.65	77	—	SW	1	o
Bacolod	9	a.m.	—	—	—	SW	1	opq
Iloilo		"	29.78	82	—	SW	5	or
Cebu		"	29.82	85	—	S.	5	c
Labuan		"	29.82	83	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class.	Tons.	Guns.	I.H.P.	Captain.	Last Reported.
Hazard	despatch-vessel	700	4	3,000	Commander E. La T. Leatham	Japan
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Japan
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Clinton	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	en route Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Japan
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Hind	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Japan
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Japan
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. A. Fremantle	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Japan
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Japan
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Penang
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Japan
Robin	river gunboat	85	2	240	Lieut.-Commander C. O. Walcott	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander S. H. Tennyson	Yangtsze
Taku	torpedo boat destroyer	350	6	6,500	Rear-Admiral W. Strath	Hongkong
Tamar	receiving ship	4,000	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Shanghai
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Japan
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. B. Cox	Japan
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards — indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below — indicates a Typhoon to the North-East of the Colony.
3. A DRUM — indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below — indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards — indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below — indicates a Typhoon to the South-West of the Colony.
7. A BALL — indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below — indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the typhoon centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical; Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG,
Director.

26th July, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $11,750,000	$1,797,167	£1.15/- for ½-year ending 30.6.07 @ ex 2/2 3/16=$16.04	4½ %	$647½ sales ex $505 b. n. issue
Do. (new)	40,000	$125	$62½	$250,000				London £80 ex new issue
National Bank of China, Limited	99,925	£7	£6	£12,735 $300,000	$71,293	$2 (London 3/6) for 1903	....	London £61.10/- n. issue first call $51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 $200,000	$233,638	$20 for 1905	7½ %	$270
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11/16 per tael	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £70,000 $456,407 £125,137. 15/- $817,628	£1,460,450	Final of $12 making $42 for 1905 and interim of $30 for 1906	5½ %	$775 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $136,287 $15,527	$461,467	$12 for year ending 31.12.05	7 %	$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $320,449 $7,616	$362,980	$6 and bonus $2 for 1905	9½ %	$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12½ %	$315 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	$1 for 1906	6½ %	$15 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $93,562	Nil.	$2½ for year ended 30.6.1906	6 %	$41
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $550,000 386,989	$27,101	$1 for 1st half-year ending 30.6.07	7½ %	$28 sellers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£60,000 £270,000	£3 694	5/- for 1906 @ ex 2/2½=$2.24 per share	3½ %	$39 $28
Do. do. (Deferred)	60,000							
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	11½ %	Tls. 47½ buyers
Do. (Preference)	100,000			£400,000			10½ %	Tls. 47½ buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871 $65,000	£172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4½ %	44/-
"Star" Ferry Company, Limited	10,000	$10	$10	$32,957	$137	$1.00 $0.50 for year ending 30.4.1907	4½ % 3½ %	$23 $13
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	11½ %	Tls. 52 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	19,218	$8 for year ending 31.12.06	8 %	$100
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1897		$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4½ %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£110,000 £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15½ sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £11,358	No. 12 of 1/-=48 cents	...	$7 sales
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$64,124	$10,335	$1.75 for year ending 31.12.06	10½ %	$17
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$550,000 $23,152 $30,000	$3,047	Interim of $2 for six months ending June 30th 1907	5½ %	$70 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 $50,000	$491,580	$4 for 1st half-year ending June 30th, 1907	8 %	$100 sa. ex div.
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	3½ %	Tls. 80 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 100,000 Tls. 190,100 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8½ %	Tls. 221 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	9½ %	$24½ ex div.
Central Stores, Limited	50,123	$15	$15	$1,000	29,178	$1.80 for 1906	12 %	$14½
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 526,075	1371	$5 for second half-year making $10 for 1906	10 %	$100 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	$98
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 $50,000	$11,567	80 cents for 1906	7½ %	$10½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$1,089	$2½ for 1906	6½ %	$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7½ %	Tls. 102 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15½ %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 $110,000	$21,660	$1½ for the year ending 31.7.06	12 %	$10½ buyers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11½ %	Tls. 51
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8½ %	Tls. 92½
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	16½ %	Tls. 305 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$16½
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	$653	$3 for 1905	...	$20 sellers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 62 buyers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	$5 buyers
Do. Do. special shares *	50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	$855	80 cents for 1906	9 %	$9
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.30 for year ending 31.7.1906	8½ %	$16 buyers
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	9 %	$11 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	11 %	$22 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	$1 per share for year ending 28.2.07	7½ %	$14
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for ½-year ending June 30th '07	9½ %	$24½
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	Interim of 80 cents per share for a/c 1907	8½ %	$22½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Second interim div. of Tls. 7½ for a/c 1907	9½ %	Tls. 312½ buyers
Peak Tramways Company, Limited	25,000	$10	$10	none	$2,655	$1 per sh. for period from 19th Oct. to 30th Apr. '07	8½ %	$11½
Peak Tramways Company (new)	50,000	$10	$1					$5½ buyers
Philippine Company, Limited	67,500	$10	$10		Dr. P. 34,324	None	..	$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3½ for account 1907	7½ %	Tls. 110
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 40 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	13½ %	Tls. 75 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 50,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8½ %	Tls. 118 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907	....	Tls. 310 buyers
	7,200	£20	£15			Interim of 11/3 for account 1907	....	Tls. 280 buyers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$22
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$214	30cts.(old)&15cts.(new) year ended 31.5.06	4½ %	$7
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	$10	$10	none	$349	First year	...	$12
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	8 %	$10
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7½ %	$11 buyers
William Powell, Limited	15,000	$10	$10	$4,500	$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8

* These shares are entitled to half of the profits.

Printed and Published by JOSE PEDRO ESAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, 1st, Hayes Road, in the City of Victoria, Hongkong.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 24th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 6th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd August, 1907. [2

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE*.....17th Sept.
S.S. *AUSTRALIEN*.....1st Oct.
S.S. *NERA*.....15th Oct.
S.S. *VARRA*.....29th Oct.
S.S. *ERNEST SIMONS*.....12th Nov.
S.S. *TONKIN*.....26th Sept.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st August, 1907. [10

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"

will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd August, 1907. [717

Intimations.

ACHEE & CO.

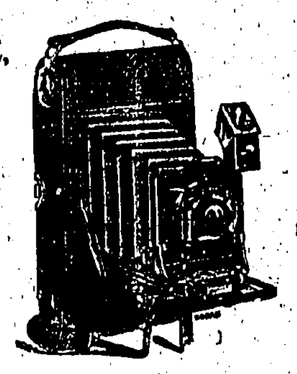
ESTABLISHED 1859.

FURNITURE, DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. 48

Dewar's 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central. [480